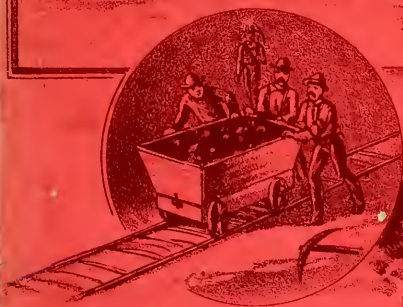


TUSKALOOSA

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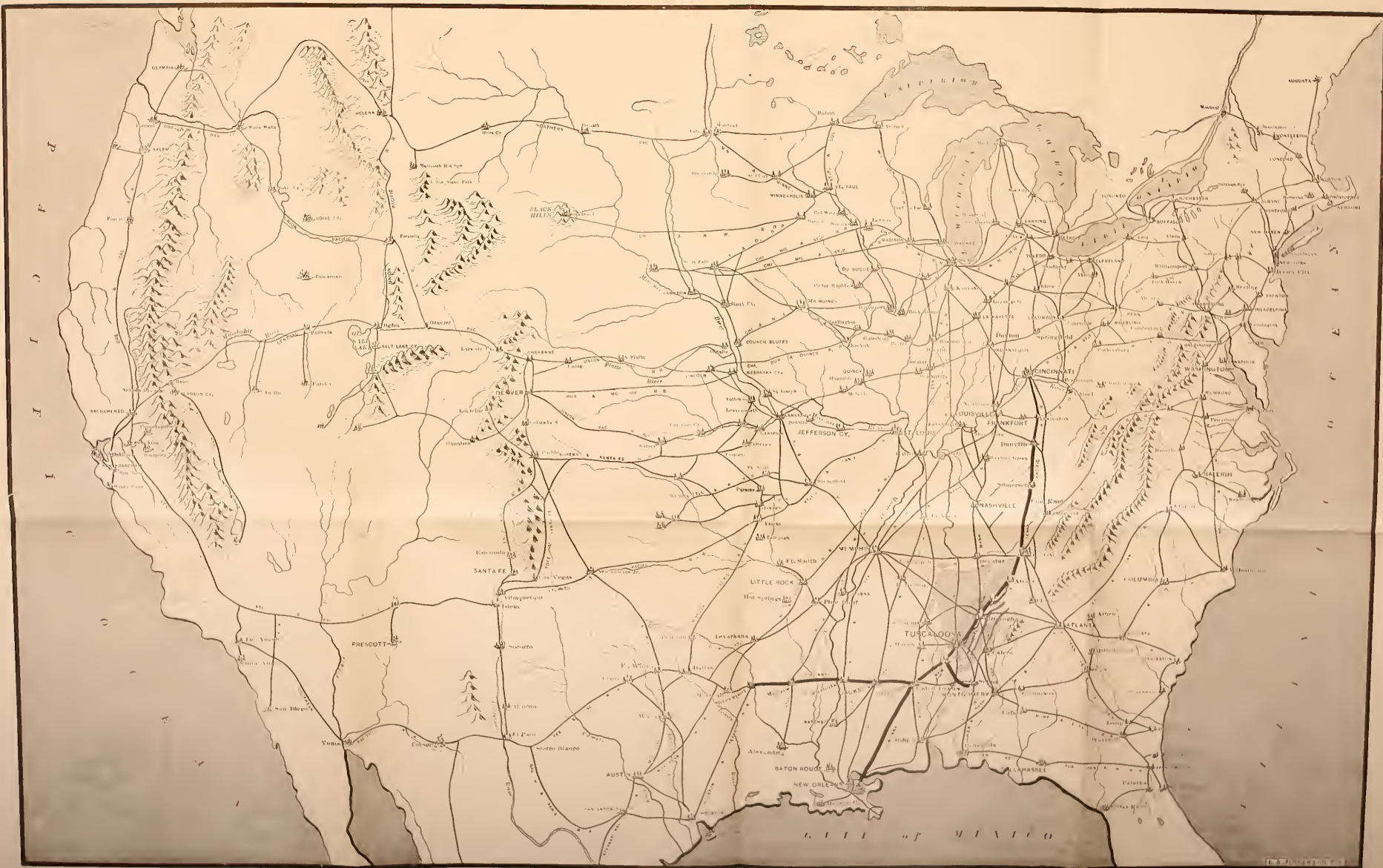


ALABAMA.





BIRDS' EYE VIEW OF LEADING ROUTES TO TUSCALOOSA, ALA.



THE COLONY



THE
CITY OF TUSKALOOSA,

ITS MANY ADVANTAGES AS A MANUFACTURING POINT

AND AS A PLACE OF RESIDENCE, THE FACTS

THAT MAKE IT THE

PITTSBURGH OF THE SOUTH.

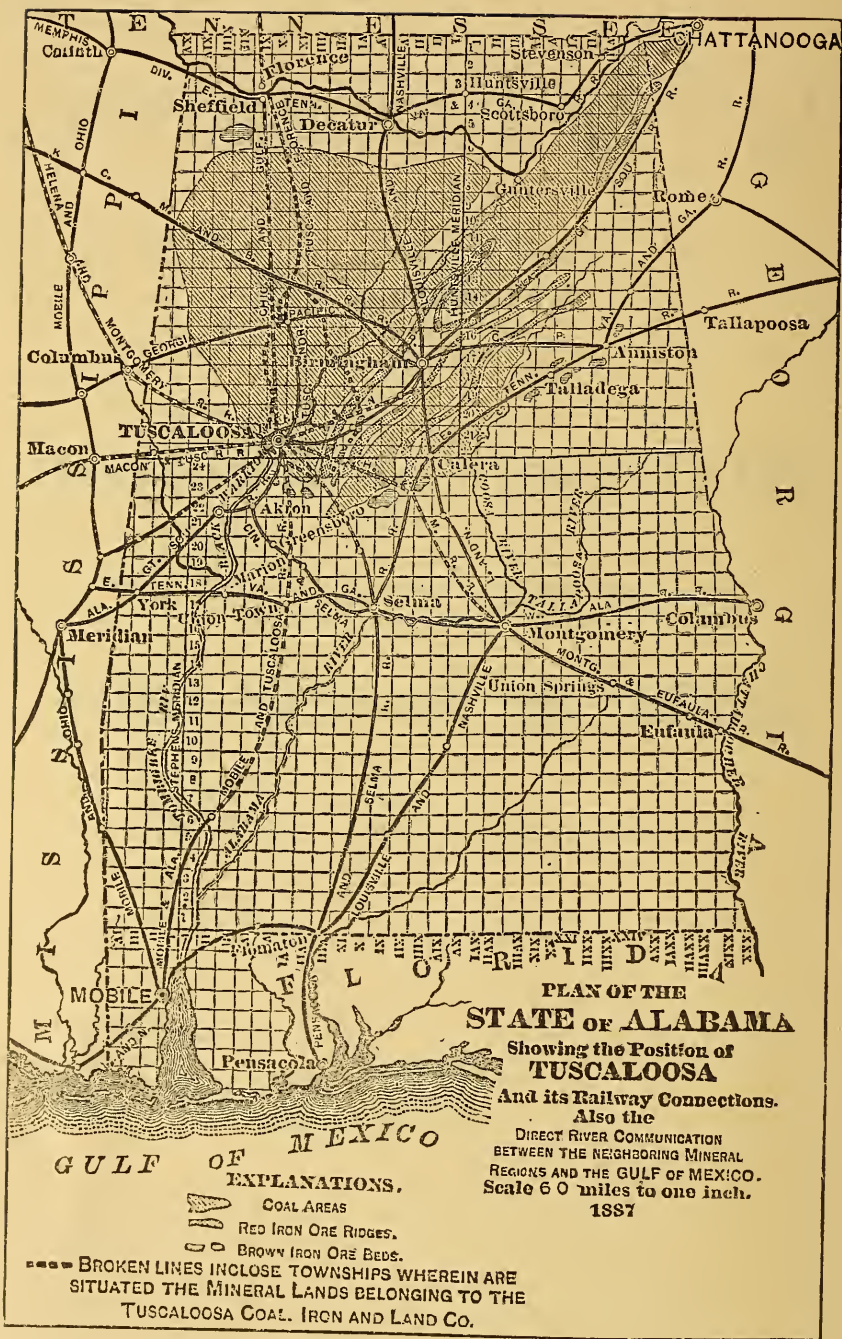
INCLUDING A PROSPECTUS OF THE

Tuskaloosa Coal, Iron & Land Company,

ORGANIZED JANUARY 15TH, 1887.

TUSKALOOSA, - - ALABAMA,

◇ 1887. ◇



THE CITY OF TUSKALOOSA.

TUSKALOOSA is situated upon a high, level and well-drained plateau at the head of navigation on the Warrior River. It has an abundant supply of the purest water, and the healthfulness of the locality is proverbial. To the south stretches the broad alluvial bottoms of the Warrior River, whose fertile acres yield the finest crops of corn, hay and cotton, while to the north lies the great Warrior coal field, which is now just on the eve of a mighty development.

In fact, the city itself, to use the strong language of Prof. Henry McCalley, Assistant State Geologist of Alabama, in his report upon the Warrior coal field, "Stands on the greatest thickness of coal measures in the known world, and in thickness of coal second only to that of West Virginia."

ITS PRESENT POPULATION, INDUSTRIAL ENTERPRISES AND PUBLIC INSTITUTIONS.

INSIDE of the corporate limits of Tuskaloosa and its immediate suburbs (including the town of Northport, which is immediately across the Warrior River, and is connected with the city by an iron bridge), is a population of at least six thousand souls. A recent school census shows that this population is on a steady increase, and even without any marked industrial awakening it would continue to grow, on account of its fine agricultural surroundings, large commercial territory, and superior educational and social advantages. It has two of the largest and best equipped female colleges in the South: the "Alabama Central Female College," and the "Tuskaloosa Female College." The University High School for boys, in addition to its local patronage, draws a large number of boarders from other points in the State, while as the

seat of the great University of Alabama, Tuscaloosa offers unrivalled facilities to the young men of this and other States. And the graded public schools of this city stand deservedly among the first schools of the Nation.

But it is not alone as an educational centre that Tuscaloosa stands already among the most prominent towns of Alabama; for it already has here and in the near vicinity, two large cotton mills, a rope and yarn mill, and a cotton-seed oil mill in successful operation; and its receipts of cotton range from twelve to seventeen thousand bales per annum; and the erection of a compress here (which is a matter of the near future), will largely increase the amount of cotton handled. There are a number of other industries now in successful operation in Tuscaloosa, such as foundry, sash and blind factory, large brick and tile works, etc., etc.

The fact that Tuscaloosa was once the political capital of Alabama—before the removal of the State government to Montgomery, in 1846—and that it has been since the earliest history of the Commonwealth the educational centre of the State, has drawn to its citizenship men of means and culture, and their taste is seen in the many elegant homes that adorn the city. Many of the most handsome residences are surrounded by spacious grounds carefully laid out and ornamented with great variety of trees and shrubbery. The streets are broad (avenues rather than streets), and most of them shaded by triple rows of the magnificent water-oaks, which have given the place the name of the Druid City. The principal streets are well graded, and the natural drainage of the city is perfect. Tuscaloosa has two newspapers: the *Times* and the *Gazette*; and, in a word, the place has all the elements of agreeable, healthful, cultivated living, with all the undeveloped advantages and possibilities of a frontier-booming town—a condition of affairs not often met with. Her healthfulness and beauty of location and excellent agricultural surroundings, purest free-stone spring and well water, perfect natural drainage into a navigable river running through the corporation, combined with immediate proximity to best quality cooking coal and fire clay (underlying the city), iron ore (in five miles), lime-stone (less than twelve miles), building-stone (less than five miles), and virgin forests of long-leaf yellow pine, oak, poplar, ash, cyprus, cedar, etc., etc., will challenge the world for a rival.

ITS NATURAL ADVANTAGES.

THE inestimable advantages of Tuskaloosa's location will be better understood, perhaps, if we compare the geographical features of the Alabama mineral region with those of another great section of the country where mineral resources and manufacturing are the main interests. It may, in the first place, be broadly stated, that in no section of the United States, or of the world, does there exist a manufacturing city of the first class away from a navigable stream. For the economical transportation of articles of bulk and weight, such as the manufactured articles of iron, mineral ore and coal, a waterway, either as an actual agent of transport, or, as a controller of competition, has been proved by long experience to be a necessity. This necessity has of late been intensified by the passage of what is known as the "Inter-State Commerce Bill," and, indeed, if this legislative enactment is construed according to its apparent intent, it is difficult to see how Alabama iron can reach New York and the Eastern markets with a heavy discrimination against it in freight, except by water, or from points where railroad rates are controlled by water competition.

Tuskaloosa is situated at the head of navigation of the only water outlet to the Alabama mineral field, the Alabama not touching the field at any point, and the Coosa being entirely closed, by obstructions and if we proceed to compare the Alabama mineral field with its great counterpart, that of Pennsylvania, we will find that Tuskaloosa is situated in regard to the former exactly as Pittsburg is to the latter, each being at the head of navigation of the water outlet of its respective section—and if, going further, we compare these two waterways, we will find, strange as it may sound, that the Warrior River *even now* is open to navigation more months in the year than is the Ohio from Pittsburg to Cincinnati; the period during which the Warrior is open averaging *seven* months, while the Ohio, counting the period of ice closure, which has no place on the Warrior, is not open more than *five*.

In illustration and proof of the above statement, the following letter from the talented and experienced United States Engineer now in charge of the river, Col. H. Harding, will be found of much interest, containing, as it does, in compact and authoritative shape the essential facts of the matter. Col. Harding says, in a communication to the Mayor of Tuskaloosa, dated,

TUSKALOOSA, June 20th, 1886.

Hon. W. C. Fessenden, Mayor :

DEAR SIR :—I take pleasure in complying with the request contained in your note of May 15th, and regret that absence from home should have prevented an earlier response.

In its present condition, the average boating season on the Warrior extends from the middle of November to the middle of June, a period of seven months. The past season (not yet closed, the river now being at 40 feet on the gauge at this place), may be safely stated at $8\frac{1}{2}$ months. Occasionally, as in 1877, we have ten months, and sometimes, on the other hand, not more than six. But, for a fair average, we may take seven months as the duration of the boating stage of not less than six feet, or four feet above low water. Moreover, a boating stage of a week to ten day's duration, very generally occurs from one to three times between June and November.

The width of the Warrior, below Tuskaloosa, is from 150 to 400 feet between banks, but where bars occur, the full width is not available for navigation at the lowest boating stage, the channel being confined to chutes of 100 to 125 feet in width at the water line, and not over 40 to 50 feet wide at the 6 feet depth. Hence for a full tow of three barges, (75 feet in width and drawing 6 feet), the river is not at present navigable on a 4-foot stage above low water ; an 8-foot stage would be required to give sufficient depth on the bars or width in the chutes.

Perennial navigation below Tuskaloosa would require the adoption of the slack-water system, for which the river is well adapted—the slope of the low-water surface being but 4 inches to the mile, but few locks would be required ; probably one to every 30 or 40 miles.

From Tuskaloosa to Demopolis, 140 miles, a tow on a good stage of water, need not consist of less than 3 barges of the largest size, viz. : 130 x 24, the capacity of the tow with 6 feet draft being 1,500 tons. Such a tow is propelled on the Ohio, by a tug 90 x 20, which (writes a gentleman of large experience in the business) “ handles three of the largest barges, landing them in swift current at any time, and in storm, or in case of accident.”

From Demopolis to Mobile, 250 miles, the Tombigbee has a width of 250 to 500 feet, and a tow of the size used on the Ohio would be practicable. Probably these three tows from the Warrior would be coupled together at Demopolis, and taken to Mobile by a large-size tow-boat, the three small boats returning up the Warrior with the empties brought up by the large boat.

I have several times estimated from the best data obtainable the probable cost of tonage from Tuskaloosa, and have never found it to be more than 35 cents per ton. The objection to such estimates is, that they lack verification by experience. It is more satisfactory, therefore, to estimate by comparison with similar cases elsewhere. Now the Pittsburg Board of Trade, in a memorial to Congress, in 1877, stated that coal was towed to Louisville, 600 miles, at a cost of 25 cents per ton, and to New Orleans, 2000 miles, for 80 cents per ton. The cost per mile is the same in each case,—4.10 of a mill per mile,—and shows that the cost of transportation, other things being equal, varies as to the distance. The capacity of the tows was stated at 4,000 tons. The gross

expense of running a small tow would not be quite as great as that of a large one, owing to the smaller consumption of fuel, but assuming it to be the same, we would have, as the cost of the Warrior tow (1,500 tons), 1.08 mills per ton per mile, equal to 41 cents from Tuskaloosa to Mobile. But by coupling at Demopolis, as suggested above, we would have a tow of 4,500 tons, for 240 miles, at 0.355 of a mill, and the cost per ton would be

140 miles, at 1.08 mills.....	15 cents per ton.
240 " " 3.55 "	8½ " "
Total.....	23½ " "

If we should be obliged to limit ourselves to two barges, the cost would even then (coupling at Demopolis as before) not exceed 35 cents per ton.

The present facilities afforded by the Warrior, it seems to me, are not fully appreciated or utilized as they might be. A river that gives seven months of uninterrupted navigation, is a boon, that in many places would be gladly accepted, and not treated with neglect because it did not give more.

The Erie Canal is open but eight months in the year, and many of the Northern streams are closed by ice in the winter, yet these channels are thronged with commerce while they can be used.

It may be interesting to compare the navigable season of the Warrior with that of the Ohio, and I accordingly give below a table of columns, of which No. 1 shows from the records of 22 years, the average number of days in each month during which the Ohio, at Pittsburg, had 6 feet and over in its channel.

No. 2 shows the corresponding table for the Warrior, in 1885, and No. 3 the number of days, for the same year, during which a 10 feet depth existed.

I think the year 1885 gives a little better showing for the Warrior than a just average ; but I use that year as it happens to be the only full record that I have at hand :

	No. 1.	No. 2.	No. 3.
January.....	18	31	24
February.....	16	28	28
March.....	25	31	22
April.....	26	30	30
May.....	17	25	12
June.....	8	30	28
July.....	5	17	0
August.....	4	0	0
September.....	5	10	2
October.....	5	5	3
November.....	9	30	20
December.....	17	31	21
	155	268	200

From the above it appears that, taking 1885 as a criterion, the Warrior gives more days for towing, even in its present condition, than the Ohio, and that with the contemplated improvements perfected, the towing season will

equal that of the Erie Canal. Of course, perennial navigation will add considerably to the value of the Warrior, and it is not to be doubted that the Government will provide for it when business demands, since the General Government alone can undertake it. The work is as much outside the province of private enterprise, or the State, as would be the building of a postoffice or custom-house, and therefore when the commercial necessities of the community require it it will be the duty of the Government to afford the facilities needed.

Very truly yours,

H. HARDING,

U. S. Engineer in Charge.

Not only is this the case, but the Warrior, according to the report of the United States Engineers, can be opened the *entire year*, for the comparatively trifling sum of \$400,000 (and this will, beyond question, be done in the near future), while the Ohio, after the expenditure of millions upon it, has only attained the maximum of five months stated above. Surveys are now being made by the Government in order to formulate a plan for the all-year-round opening of the lower Warrior (below Tuskaloosa), and a large sum is available and will be expended this season on the river above, with a view of opening up by water the heart of the Warrior coal fields, through which it runs.

Not only is Tuskaloosa thus favored in *having* a water outlet, but she is also favored in the geographical direction of it. Other Southern towns have both mineral facilities and water transportation; Chattanooga, for instance; and Sheffield and Florence; but there is one grand and cardinal distinction between the Tennessee River and the Warrior. The Tennessee leads down into the very focus and fiery-furnace of competition—down the Ohio to meet products. Out of the Tennessee come the cheap irons and coals of Pennsylvania, Ohio and West Virginia—down the Mississippi, those of Missouri and Illinois. In other words, the Tennessee leads to where iron and coal are both naturally at their cheapest outside the South.

Heavy freights, however, down the Warrior, would go all by water to the entire Atlantic and Gulf coasts, where lie, as yet, the great centers of consumption. In other words, away from the centers of production, and, consequently, to where iron tends to be dearest. And once the Isthmus is opened, as it certainly will be soon, one way or the other, they would have the monopoly of the Pacific coast, against heavy freights shipped say from Pittsburg, across the entire continent by land. Moreover, when

the Isthmus is opened, the commerce of the world will be sucked, so to speak, through the Gulf, and freights to the entire coast of the United States would, by competition, be brought to a minimum, and ballast freights even become common, and carriage from Tuskaloosa to New York be brought lower on iron than from Pittsburg, which would constitute a momentous revolution. We turn now from the consideration of this great natural advantage of water outlet which lacking, can by *no human* exertion be supplied, to the subject of those great artificial highways, known as railroads, and will proceed to show what are Tuskaloosa's present and prospective advantages in this respect. By turning to the map herewith attached, there will be seen at a glance the present and future railroads running, and to run, into the place. The Alabama Great Southern, the back-bone of the great Queen & Crescent system, we already have. The Tuskaloosa Northern, which will cut square through the heart of the great Warrior coal field, developing the company's immense body of coal and timberlands at every step, and connecting *us with both* the Kansas City and Georgia Pacific roads, is being constructed as fast as it is in the power of man to do it. The branch of the Louisville & Nashville, known as the Mineral Road, has been for years extending itself towards Tuskaloosa, and is now lying at wait within only twenty-five miles, with an exceptionally easy country between, and will, beyond all question or doubt, come on as soon as our various improvements are under way, and thus give us parallel and competing lines to the railroad centre at Birmingham. The road to Macon, Miss., will be built before a great while, and will connect us with the great Mobile and Ohio stem, and as a road is to be built from there to Jackson, Miss., will also connect us with the Illinois Central at that place, and with the Mississippi River at Natchez. These are all connections that can, we think, with certainty be counted on as soon to be made.

Besides this, the Tuskaloosa Northern, or a connection therewith, will ultimately go on and connect us with the Tennessee at Florence and Sheffield, and a road going south will connect us by an air line with Mobile.

So much for our present and future means of ingress and egress for articles of manufacture and commerce. We will now, as succinctly as possible, consider Tuskaloosa's facilities for the production of the one, and the disposal of the other; for the advantages of the place are as great for the establishment of a



LONG LEAF YELLOW PINE, ON WARRIOR COAL LANDS, NEAR TUSKALOOSA.

commercial and jobbing center, as for the building up of a great manufacturing city.

As to the manufacture of iron, it will give point and meaning to what we wish to say, especially to a Northern ear, to state broadly, that at Tuskaloosa we have all the raw materials, coal, ore and lime-stone as cheap, as accessible and as abundant as at Birmingham. The details and figures showing this fact will be found in the special article on the manufacture of iron and coke at Tuskaloosa. See page 12.

For the manufacture of all articles made from wood our resources and advantages are equally great. On the line of the Tuskaloosa Northern Railroad is an immense body of the finest virgin long-leaf yellow pine, within eight miles of town; the largest body of untouched timber so near a centre of consumption, perhaps, in the State. On the same body of lands are great quantities of hard woods: ash, oak, cedar, gum, beech, etc., suitable to the manufacture of almost everything made from wood; as agricultural implements, furniture, handles, staves, woodenware, etc., etc.

Tuskaloosa's advantages for the manufacture of cotton, considering her proximity to both the cotton and the coal fields which intersect exactly at this point, and the consequent fact that both material and fuel will be at a minimum here, need only to be stated to be recognized.

The facts connected with these various branches of industry are further elaborated in the special article on each, which follow the general sketch of the advantages of Tuskaloosa. We turn now to the commercial capabilities of the place.

South of it stretches what is known as the Great Black Belt of Alabama, one of the finest countries of the world. A great prairie, with soil of bottomless depth and inexhaustible fertility, where cotton is the grand staple, and all other supplies are purchased with the proceeds of this one crop. In other words, it is a never-satiated market, for grain, meat, provisions and supplies of all kinds, as well as for agricultural implements, plows, cultivators, reapers, mowers, wagons, furniture, gin machinery; in a word, all sorts of manufactured articles of both wood and iron, nine-tenths of which now come from north of the Ohio River, but which should and will be manufactured here, from cheaper material, and with the additional profit of the entire freight from Northern points to this place.

All that we have said in regard to the Alabama cotton belt applies with equal force to the region of the Mississippi lying west of us, and with which we will be connected by the Macon Road.

Now over the Kansas City and over the A. G. S. R. R. will come to us the cheap grain, meat and supplies of Kansas, Missouri, Ohio and Illinois, to supply the demands of this great agricultural region. Our river opens it up to us from end to end, and a road to Mobile will pass directly through it. Under the present system of Southern agriculture, the point furnishing the supplies to make the cotton, controls the sale and secures the handling of it, and the volume of trade thus centered here necessarily must be immense.

Possessing then such a combination of advantages, we cannot but feel that the future of the place is assured, and that the Tuskalooza of the future will in no great space of time, be one great pulsing heart of manufacture and commerce, into which will pour the breadstuffs of the West and the cotton of the South, for grateful interchange, and out from which will stream down the Warrior the accumulated wealth of untold ages in the shape of all manufactured articles of iron, wood and cotton, and piled up barges of coal in unending flow to the ocean outlet at Mobile, to be taken on all the winds and tides to all ports on the American coast, while in ceaseless, shuttle-like play, back and forth over her radiating roads, her never-resting trains will distribute her natural and manufactured products to all points of the interior of our great continent. This may sound like extravagance, but we are convinced that it lacks only time to be fact instead of prophecy. Tuskalooza and Mobile are destined by nature to be the two largest cities of Alabama.

In the following pages we add to the foregoing general statement of the surroundings of the place a separate and succinct summary of the various advantages which would be enjoyed by particular lines of industry located here. This arrangement will of course involve some repetition, but will, we think, from a business point of view, be found satisfactory.

ADVANTAGES OF TUSKALOOSA AS A POINT FOR THE MANUFACTURE OF IRON AND COKE.

THE advantages of the place in this respect can be very succinctly and convincingly stated. Tuskalooza has all the raw materials for iron making as cheap and accessible as any place in

the State. The Red Mountain ores of Birmingham extend down the A. G. S. R. R., unbroken to within 17 miles of Tuskaloosa.

There is already developed on the lands of the Tuskaloosa Coal, Iron and Land Company, immediately on the line of the A. G. S. R. R., a vein of fine, soft Red Ore, 16 feet thick, which on a strictly business analysis of the entire face of the vein shows 47 per cent. of metallic Iron and only 126 of phosphorus. In the immediate vicinity of this opening is a very large deposit of fine limestone, assaying 95 per cent. pure Carbonate of Lime. Within 5 miles of town are large deposits of fine Brown Ore. On the L. & N. Mineral R. R., which will unquestionably come into Tuskaloosa in a short time, the iron ore comes down unbroken from Birmingham to below Woodstock, or within about 20 miles, in inexhaustible profusion, both red and brown.

As to coke, the situation is, if possible, even more favorable. According to the opinion of the best posted geologists, the famous Pratt vein, which is Birmingham's coke source, actually underlies the town. The general character of the coal of the county is set forth in the following extracts from the last report of the State Geologist :

The Coal Measures of this county are believed to be thicker than in any other part of the Warrior field, or in any other field of the known world.

* * * There are in these measures some fifty-three seams of coal, which vary in thickness from about two inches to fourteen feet, and which have an aggregate thickness of about 125 feet of pure coal. Of these fifty-three coal seams, twenty-five are of workable thickness, or contain eighteen inches and over of pure coal. Of these twenty-five seams, fourteen have two feet six inches and over of coal ; of these fourteen seams, nine have over four feet of coal ; and of these nine seams, three have more than six feet in thickness of coal. * * *

Among these coals are to be found, seemingly, almost every variety of bituminous coal ; some of them are bright and hard, and are well adapted to handling and stocking, while others are of a duller color and are of a friable and crumbly nature ; some of them seem to be especially fitted for coking and blacksmithing purposes, while others might be called steam or heating coals, and others still gas coals. * * * Much of this coal, however, stands weathering finely, for frequently around the old pits there are piles of lumpy coal that have been lying out in the weather for from thirty to forty years. * * * The Warrior coal field has inexhaustible quarries of the best of building and paving stones, and the greatest quantity of as fine timber as can be found anywhere.—*State Geological Report, 1886, Tuskaloosa County.*

The Tuskaloosa Coal, Iron and Land Company owns lands all over the section referred to, and has already tested a thick



WARRIOR COAL FIELDS, NEAR TUSKALOOSA, ON WARRIOR RIVER. SEAM 5½ FEET THICK.

vein only eight miles from Tuskaloosa with fine results, producing a coke equal to any in the State. It also owns large bodies of land in the famous Big and Little Basin region, which will furnish to Bessemer its coke, and whose coal has been fully tested by the Bessemer Company.

In fact so abundant are coking coals in the region that, considering the advantages which Tuskaloosa will possess for shipment, both by rail and by water, and the facilities which it will thus possess for supplying both the furnace demand of the north Alabama mineral district and the foundry, domestic, and general coke trade of Mobile, New Orleans, Texas—and, when the Isthmus is opened, of the entire Pacific coast for general, and especially for smelting use in the silver and gold money industries tributary to that coast—it seems evident that here is the proper point for the location of a Southern Connellsville, for which the time is evidently ripe.

This question of a center of Southern coke supply is becoming a very important and stringent one. The furnace development of the section is so far in advance of the coke supply that there is already a very serious scarcity which will soon become a famine. The connection which has hitherto existed in Alabama between iron making and coke making is a local and really an unnatural one. Coke making should be made a business of itself, and there does not exist a finer opportunity for the development of an immense industry than is offered in Tuskaloosa in the manufacture of coke.

All the materials for the manufacture of iron are thus to be had at Tuskaloosa as cheap and accessible as at Birmingham or any point in the State. In net addition to this it has the finest natural drainage, abundance of free water, (this costs one of the Birmingham furnaces \$20 per day) and, most important of all, a water outlet for heavy freights.

Nowhere in the world does there exist a first-class manufacturing city away from a navigable river. Universal experience has shown that as an actual avenue of transport, or as a controller of competition, a water outlet is necessary to a manufacturing point shipping heavy freights. Tuskaloosa has a river which is now open seven or eight months in the year, or a longer time than the Ohio from Pittsburgh to Cincinnati, which river is under survey by the Government to be opened all year. This power affords all water transportation to the entire Atlantic and Gulf coast of the United States, and as soon as the Isthmus is



RIVER BANK WARRIOR COAL FIELDS, TUSKALOOSA, ALA. 6 FOOT SEAM.

opened, to the Pacific coast. Iron can be carried to Mobile all down stream for 25 cents per ton. It can be carried to New York or Boston for \$2 from Mobile, in all say \$2.25. It costs now overland to these points perhaps four times this amount. In addition, when the Isthmus opens, the shipping of the world will pass through the Gulf and ballast freights to all points will become common.

In a word, Tuskaloosa, with all other advantages enjoyed by any other place in the State, and the *addition* of this water way, which renders her independent of all Inter-State Commerce Bills and railroad pooling, is certainly superior to them in natural advantages for the manufacture of iron, coke, and the mining of coal.

AS A POINT FOR THE MANUFACTURE OF COTTON GOODS.

TUSKALOOSA'S advantages for this branch of manufacture can be very clearly and convincingly stated. The cotton, in the first place, is at her very door. She is on the head waters of the Black Warrior River, and the Warrior River bottom is one of the finest cotton producing sections in the South. Coal will be cheaper here, perhaps, than at any other point in the South. The reasons why this will be so, are shown in the extracts from the report of the State Geologist. Labor is also cheap, and thus, all factors entering into the cost of production are, at Tuskaloosa, at a minimum.

The A. G. S. Railroad, by its extensive Texas connections, gives fine entry into that immense market, and also runs through north to Cincinnati and also south to New Orleans.

The river is a competing avenue to the same region, and will offer a route to the Pacific coast, and to the great China market, when the Isthmus is opened, which would guarantee cheaper freights on cotton goods shipped all-water from Tuskaloosa to these points than could possibly be obtained by the same goods shipped by land across the entire width of the continent from New England or other interior points.

In addition, the extension of the branch of the L. & N. Railroad, known as the "Mineral Road," to Tuskaloosa, is only a matter of a short time, and a road (The Tuskaloosa Northern), which runs north through the lands of the Company to the Georgia Pacific and Kansas City roads, is now under construction. A road has been surveyed from Tuskaloosa west to Macon, Mississippi, which

will connect us both with the finest cotton fields of Mississippi and with the Mobile and Ohio Railroad, and by a road which will be built from Macon to Jackson, Miss., with the Mississippi River at Natchez, making thus an outlet for cotton goods in all directions.

Tuskaloosa has the evidence of her adaptation to the cotton cloth manufacturing, in two flourishing cotton mills, long since established and in successful operation; one on the river bank at Tuskaloosa and one a short distance up the A. G. S. Railroad, at Cottdale. Both these mills have run continuously through the dullest times, and are of the most money-making establishments in the country.

AS A POINT FOR THE MANUFACTURE OF BRICK.

THE Clays all around the place are most especially adapted to brick-making. The public buildings, of which there are so many about the place, have been built of brick made at Tuskaloosa.

A large brick-making establishment recently established here (The Tuskaloosa Brick and Tile Company), are making a beautiful pressed brick which they are shipping in large quantities to Bessemer, Birmingham, and other points on the A. G. S. R. R. So fine is the clay that this company is making arrangements to manufacture an oiled pressed brick for fine facing work. In addition to this fine material for common brick, immediately adjacent to the town, and on the railroad, are large deposits of a superior quality of fire-clay, finely adapted to the manufacture of coke-oven brick, drain tile, sewer-pipe and jug ware. It has been already largely used for the last-named purpose. The common brick material overlays, in many localities, the fire-clay, so that both materials would be upon the same ground, and no labor lost in handling either. These facts, in view of the enormously increasing demand for coke in the State, which will necessitate the immediate erection of thousands of coke ovens, are of great importance. The demand for brick of all sorts is already very great, and far in excess of the supply, and profits calculated on the cost of making brick at Tuskaloosa are very large.

The Tuskaloosa Coal, Iron and Land Company has, immediately upon the railroad, large bodies of this clay land, and is

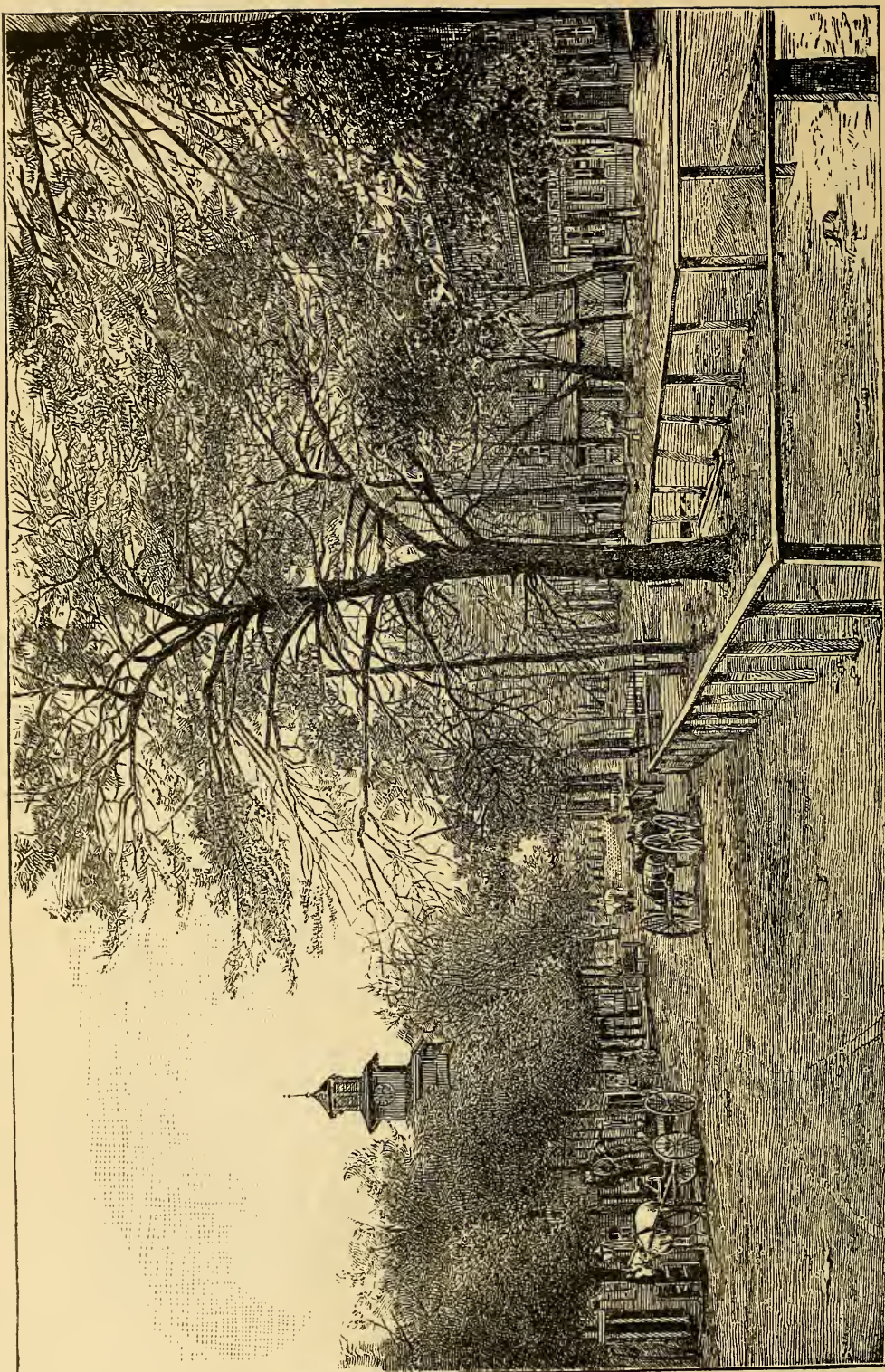
prepared to make favorable arrangements with parties meaning business in this connection.

There is every reason why Tuskaloosa should become an immense Brick and Tile center.

AS A POINT FOR THE MANUFACTURE OF AGRICULTURAL IMPLEMENTS, WAGONS, AND FARM APPLIANCES GENERALLY.

TUSKALOOSA is situated on the northern edge of the great "Black Belt," one of the greatest cotton and corn-producing regions in the South, and lies at the head of navigation on the Warrior river, which flows into the Tombigbee, and in connection with this last river, bisects and opens up to her this entire region. She will shortly be connected by a road running from Tuskaloosa to Macon, Miss., on the Mobile and Ohio, with a similar region in Mississippi. Both these sections of country are almost exclusively agricultural, and both are finely adapted, (being level prairie and devoid of rocks) to the use of labor-saving machinery; and as a matter of fact, are using to an increasing extent every year, buggy-plows, cultivators, reapers, mowers, corn and cotton-planters, besides, of course, an immense amount of the ordinary plows and farm utensils. All or nearly all of these things come as yet from north of the Ohio river, being made of higher-priced iron than the South affords, and coming to the market loaded with a heavy freight rate. At Tuskaloosa iron and coal will be at their cheapest, and on the lands of the company north of town, which will be opened up by the Tuskaloosa Northern Railroad, are the greatest profusion of white ash, hickory, white oak, red oak, and all hard woods necessary in the manufacture of the implements and machines mentioned. The saving in freight would be a net addition of profit over the Northern-made article.

In addition to the extensive territory immediately accessible from the city, the wide-spreading Texas connections of the A. G. S. R. R., bring that immense and ever-growing market in easy reach. The Warrior River, by way of Mobile, affords another and competing route to this territory. When the Isthmus is opened, as it doubtless will be by one or other of the plans contemplated, all heavy machinery should go by this all-water route to the Pacific coast at a cheaper freight, than by any other possible way.



This outlet to water to Mobile, coupled with the cheapness of the material, makes Tuskaloosa an especially fine point for the manufacture of farming machinery for shipment not only to all points in the United States, but to South America, and with the Isthmus opened to China, Japan, and the East in general, as well as to its large immediately surrounding territory.

Manufacturers already having a trade in this section, would certainly find it greatly to their advantage to establish branch factories here, where material of all kinds is cheaper than at home, and where the freight saved would be an additional profit, and where they would, by such a step, forestall certain future local competition. We commend these points especially to consideration.

The Tuskaloosa Coal, Iron and Land Company stands prepared to offer every reasonable encouragement and assistance to parties wishing to enter on the manufacture of such articles as are mentioned in this circular, and solicits correspondence, and will welcome visits of inspection from such parties.

AS A POINT FOR THE MANUFACTURE OF FURNITURE, WOODENWARE, ETC.

ABOVE Tuskaloosa, on the lands of the Tuskaloosa Coal, Iron and Land Company, on the line of the Tuskaloosa Northern Railroad, are large bodies of fine red cedar, poplar, long-leaf yellow pine, white ash, black-gum, curl pine, beech, hickory, white and other oaks and other woods adapted to the above uses. The value of the red cedar for buckets, churns and all sorts of wooden-ware, is a matter of course and needs no comment; so with the poplar and ash and oak. The three last are finely adapted to furniture-making. The curl pine makes a graining unsurpassed, far superior to the oak. The black-gum makes a fine imitation walnut, and is to be had in great quantities. The poplar is also in large quantities and very fine, as is also the white oak and ash. The nearest furniture factory of any size is, we believe, at Chattanooga, and the nearest wooden-ware manufacturing establishment at Nashville. Thus the supply of material is abundant and very cheap, and the trade territory very large. The freight saved would be a handsome additional profit over more distant manufacturing.

We only ask an investigation of our claims from parties look-

ing to the establishment of such enterprises in the South. We would also like to direct the attention of those in these lines of manufacture now contemplating a change of situation, to the great opening offered by the large territory surrounding Tuskalooza which draws its supplies from a distance at a heavy cost for freight, and at the same time, to this abundance of cheap material lying ready to be worked to supply their wants at home.

The Tuskalooza Coal, Iron and Land Company stands prepared to offer every reasonable encouragement and assistance to parties wishing to enter on the manufacture of such articles as are mentioned in this circular, and solicits correspondence, and will welcome visits of inspection from such parties.

FARMING ADVANTAGES OF THE COUNTRY AROUND TUSKALOOSA.

THE farming lands around Tuskalooza are divided into three general classes. 1st, the bottom lands along the Warrior River, which are among the richest in the State, producing from forty to sixty bushels of corn, and from a half to a bale of cotton, and two to four tons of hay, cut three times per season. These lands are subject to malaria, but are handled as follows: At some distance back from the river, a second tier of lands comes in, locally called the second bottom. These, though quite fertile, are higher, of thinner soil than the other, and quite healthy. Upon this tier the resident owner lives in health and goes down into the bottom only during the day to work, returning at night to sleep on the dry and salubrious uplands.

The second tier, though not so luxuriantly fertile as the lower one, is excellent land and is of great extent and suitable for all sorts of grain; corn, oats, wheat, etc., as well as cotton. Back of this comes the true upland table-land, upon which the city of Tuskalooza is situated. This is healthful, well watered, just rolling enough for good drainage, and although the soil is thinner than that of the other two regions, this portion of the country is finely adapted for all sorts of truck farming and fruit growing. It responds generously to manures, which is retained on account of its level character and good clay foundation, and grows grapes, peaches, melons, and berries to perfection, and brings them forward early. It also makes, with manures, fine cotton and corn. Here, then, are all varieties of soil. The strong black river bottom for

heavy crops of corn, cotton and hay. The medium soil of the second bottom, almost as productive as the other and affording healthful residence, and the thinner sandy loam for market, garden and early fruits. With all this is a climate where an inch of ice is a great rarity, and stock can go unhoused the winter long; and where the farming season begins in February and does not end until November, and as many as three crops, properly selected, can be raised in a single year.

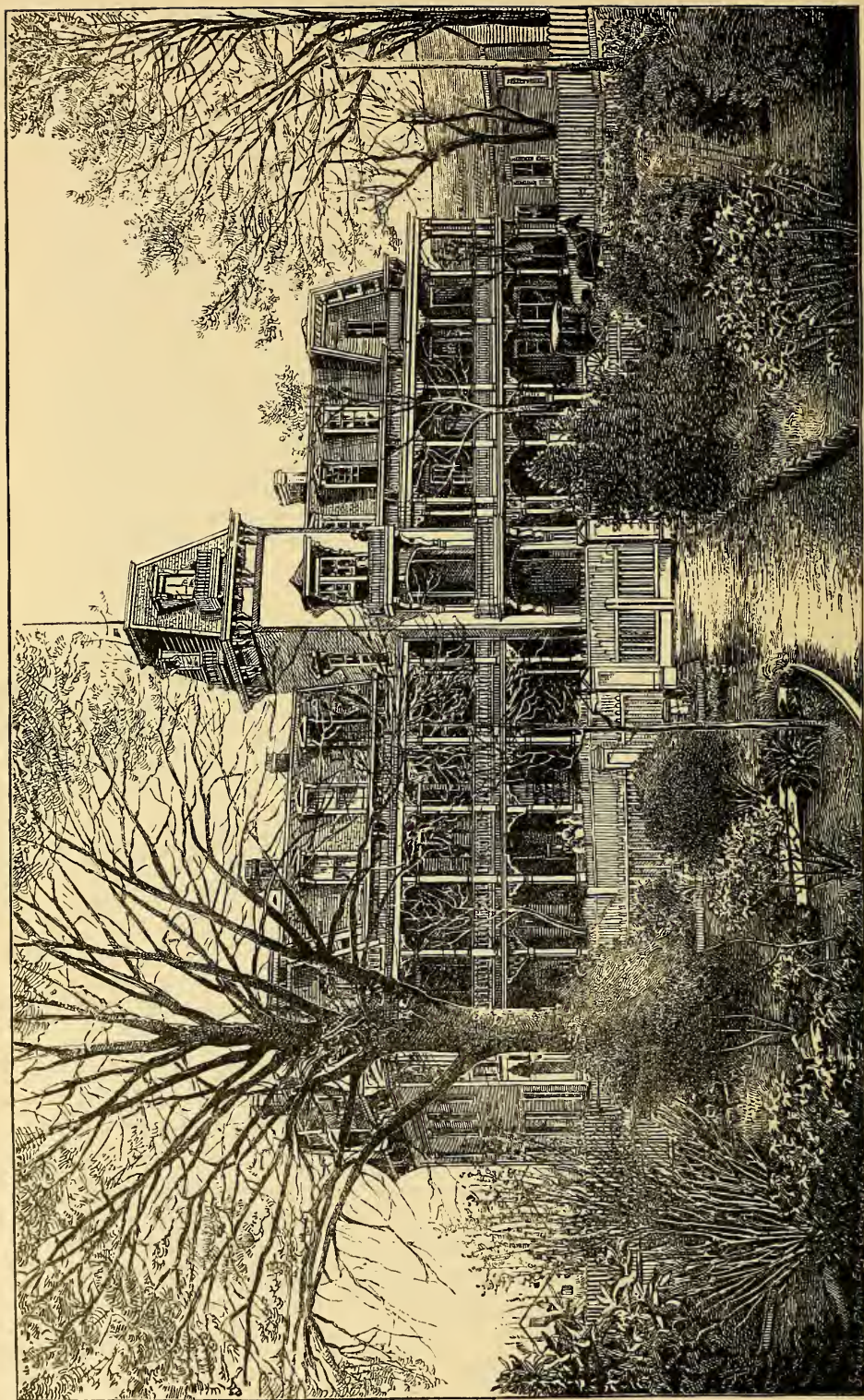
The region is finely adapted to stock raising. It was formerly deficient in natural grasses, but a singular circumstance has occurred which has entirely changed the situation in this respect. A variety of the clover family, known as *Lespedeza*, or Japanese clover a hardy perennial, has, since the war, silently and almost unperceived, overspread the entire region. Whence it came no one knows, but its beneficent presence is now everywhere making the vast "range" of the country capable of supporting great quantities of cattle almost the entire season.

In the midst of this region a vast manufacturing development is just now beginning, which will afford a never-satiated market, in its hosts of consuming artisans and laborers, for the products of all these coming farms, truck gardens, orchards and vineyards, while the railroad connections, brought about by this development, will bear off to the early Northern markets, any surplus of production which may occur.

Let all who wish to make their living by farming, where they can economize in clothing, in fuel, in cattle feed, and live in health and comfort the year round, away from blizzards, and snow, and all winter discomforts, investigate for themselves, the claims of the country around Tuskaloosa, the coming Pittsburg of the South.

These lands are adapted to raising corn, oats, wheat, rye, barley, rice, in fact, all sorts of grain crops and cotton of course. Also, all sort of root crops, turnips, potatoes, beets, carrots, etc. Peas, hay, natural and seeded grasses, such as Hungarian, Bermuda, Johnson, Millet, Clover, and Crabb grass, which is a natural grass, and also two other valuable natural grasses, which are known by local names.

Also grapes, peaches, apples, pears, quinces, apricots, strawberries, raspberries, blackberries in profusion, without cultivation, also dewberries and huckleberries; in a word, almost all sorts of small fruits, and melons. Almost everything grown in the temperate and south temperate zones does well around Tuskaloosa.



TUSCALOOSA FEMALE COLLEGE AND PARK.

QUANTITIES PRODUCED.

River bottom lands will produce, on an average, 35 bushels of corn to the acre. Some bottom lands will make as much as 80 bushels, same lands $\frac{3}{4}$ to 2 bales cotton; 20 to 35 bushels oats; 15 to 25 bushels rye; 2 to 3 tons natural grasses, (hay); 2 to 5 tons seeded grasses (hay).

Upland lands, of course, produce less, unless manured, but when this is done, and the land properly treated, will produce as much as the other.

PRICES OF LAND

at present, range as follows: Good river lands from 3 to 5 miles from town, from \$5 to \$20. Good upland lands from \$3 to \$15. Large bodies of good farming land at a distance of over 5 miles and less than 20 miles could be procured, for from \$2 to \$10. Rights to agricultural use of lands in the Warrior coal fields, finely adapted to fruit culture, could be gotten for nominal prices.

It may be asked, if the above statements are correct, why so little, grain, hay, etc., comparatively, is raised in this section? For this reason, we will proceed to state to the best of our judgment, it is that the adaptability of the country to the raising of these crops is only beginning to be appreciated, and, consequently, the mercantile system of the country has not adapted itself to the changed condition. The merchants of the South, as a rule, have been accustomed to handle cotton alone, and, consequently, their capital all being employed in this way, their attention and knowledge being entirely directed to this quarter, they devoted no part of their energies to the handling of these articles, consequently, the active farmer who is, as a rule, compelled to depend upon advances from the merchants to carry on his business, can not obtain this advance upon his corn and hay crops, and can not depend with any certainty upon realizing upon them. The production is limited by the extent of the home market. This, however, is an entirely unnatural and necessarily temporary state of affairs, as will be seen by the following statement of facts:

Certain kinds of hay grown in this section will produce three crops a season and at least three tons per acre. This hay is perennial: Once a stand is had, it needs no further attention except an occasional breaking up. The cost of cutting and baling will not exceed \$3 per ton. This hay is worth now in New Orleans and Mobile markets \$16 per ton. Corn on the average

land of this section, handled intelligently, will not cost over twenty-five cents per bushel to raise and deliver at Tuskaloosa for adjoining territory. This corn in the home market sells at sixty-five cents the year round, worth now in Mobile and New Orleans fifty-five cents.

This state of affairs opens up to the enterprising farmer, used to raising grain and hay, and to the factor or merchant who will turn his attention to handling it, a splendid opportunity. When this is done it is only a question of a short time until the raising of these crops, and of poultry, bacon, etc., to which the same chain of reasoning applies, will be more profitable than cotton, and Tuskaloosa and similar regions in the South will be the producing and shipping points for the bulk of the feed supplies required by the manufacturing district so rapidly developing, besides shipping a great deal to foreign ports. All that we ask in this connection is investigation.

AS A STOCK-RAISING, DAIRY-FARMING AND MEAT-CURING POINT.

IN opening this article we would first refer the reader to the article in this pamphlet of the farming advantages of the country surrounding Tuskaloosa. He will find, on reading this, that large tracts of the country immediately adjacent to the town and immense bodies tributary thereto, are as finely adapted to raising corn, hay and forage of various sorts, as the prairie lands of Illinios or Kansas; that its open range is fine natural pasturage and mast, and that the winters are so mild and open that ordinary stock needs no housing and almost no attention during the winter.

These conditions for the economical raising of all kinds of stock—cattle, sheep, mules, horses, and hogs—exist at the intersection of two large sections of country which for different reasons, buy from abroad the bulk of their meat and daily supplies. North and northeast lies the rapidly developing mineral and manufacturing section of the State known so well to all the world. This, as a manufacturing district, and as being in addition a barren and unproductive district agriculturally, is a great and constantly-increasing market for meats and dairy products, draught stock and cattle which it now imports from the North and West. To the south is the famous "Black Belt," the great cotton raising section of the State, while to the west is a similar region in Mississippi.

These, on account of their exclusive devotion to cotton raising, also import their meats and live stock. There is no reason why the mules, horses and cattle imported into these sections from Tennessee and Kentucky should not be raised around Tuskaloosa and sold at the same profit which the stock raisers of those States realize, with the difference of freight added, nor why the pork they use should not be raised on the corn of the Warrior river bottoms, and packed and cured in a Tuskaloosa packing house, with the same additional profit.

In addition there is growing up a large export trade in live hogs to Mexico and South America from the port of New Orleans with which we are in direct connection, by the A. G. S. R. R., in which we should share.

With as cheap feed as other points, and the additional advantage of mild winters, this locality should be a large exporter of meats, live stock and dairy products.

The Tuskaloosa Coal, Iron and Land Company stands prepared to offer every reasonable encouragement and assistance to parties wishing to embark in any of the industries mentioned above, and solicits correspondence and will welcome visits of inspection from such parties.

AS A JOBBING AND RETAIL MERCANTILE CENTER.

THE trade of Tuskaloosa, in view of the coming development of the place, may be divided into four classes: 1st, the jobbing trade; 2d, the retail trade with the farming class; 3d, the retail trade with the manufacturing class; 4th, the export trade. We will treat them in the order named.

The place lies at the head of navigation of a stream which, in connection with the main stream into which it flows (the Tombigbee river), cuts clear through the famous Black Belt, the great agricultural region of the State, and one of the finest cotton-producing sections of the South; and a railroad has already been surveyed and will soon be built, from Tuskaloosa to Macon, Miss., connecting this city with a similar region in that State. The jobbing territory of the town at the present time extends, also, twenty-five miles up the A. G. S. R. R., in the direction of Birmingham, and a considerably further distance in the direction of Meridian. Throughout the cotton belt are small towns and country cross-road stores, and as it is the peculiarity of this section

to buy the bulk of their supplies of all kinds, the trade of this region is very large in proportion to its resources and population.

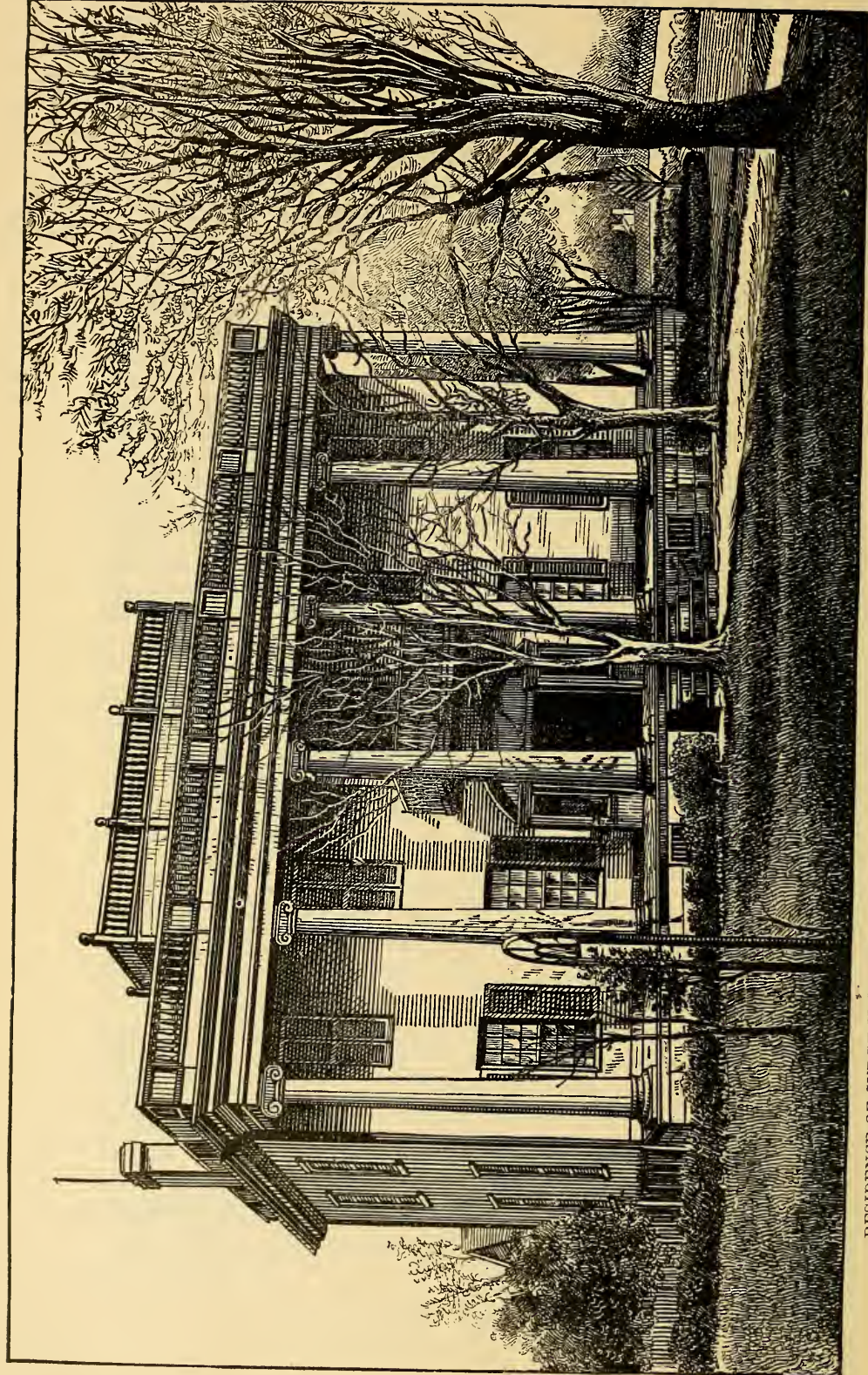
To supply this demand the railroad connections of the city, present and future, are most aptly adapted. The Queen and Crescent line, which we already have, connects us directly with the great meat and grain producing sections of Ohio and Illinois. The Tuskaloosa Northern, cutting the Kansas City route, will bring to us the even cheaper bread-stuffs and meats of Kansas, Missouri, and the great trans-Mississippi food-producing States. Under the present condition of Southern agriculture, the point which can furnish the supplies most cheaply, controls the handling of the cotton—the money crop of the section. A Cotton Compress, which will shortly be erected in Tuskaloosa, will further largely increase the cotton receipts. In fact, the want of this has been the only reason that the receipts of cotton at Tuskaloosa have not been at least three times their present amount. The laws of the State in regard to mortgage liens and garnishments, are framed in the interest of the merchant and the creditor generally, and this circumstance renders trade very safe for the seller, both jobber and retailer, and, coupled with the general fact that the consumer is compelled to buy on long time, makes the prices realized for goods high, and, consequently, the business very lucrative.

2nd. The retail trade of Tuskaloosa with the surrounding farming population is quite considerable, and is governed by the same conditions in regard to safe dealings and large profits stated in connection with the jobbing trade. In addition to the country trade, the public institutions located at and near the town, consisting of the State Insane Asylum and University of Alabama, furnish a consuming population of over 1500 in addition to the population of the town proper.

3d. The whole purport of the present movement in Tuskaloosa is to establish there a large manufacturing population. This class is, as a rule, a spendthrift class. Their wages will average twice those of the same number of farmers, and are nearly all spent from week to week. The building, hardware and supply trade, will be necessarily greatly stimulated by the building up of the place. The present mercantile plant of the town, if we may use such an expression, is only sufficient to the present demand of the town, and any increase of manufacturing (which is a certainty) will immediately call for a large increase of the mercantile facilities of the place.

4th. The increase of the cotton export which will result from the establishment of the compress, and the addition to the railroad connections of the place, has already been alluded to. There is, however, a branch of export business which is yet undeveloped, but which possesses great possibilities. This is the fruit and early vegetable export trade. The country around Tuskaloosa is finely adapted to the early raising of all kinds of small fruits, vegetables, grapes, pears, etc., which could be shipped North from Tuskaloosa at great profit.

In addition to this, the opportunity is opened at Tuskaloosa for the building up of a large export grain and hay trade. As a hay country, the region tributary to Tuskaloosa is unsurpassed, and certain kinds of hay—Johnson grass, for instance—will make as many as three crops a season, and producing on good bottom lands at least three tons per acre. This hay is perennial. Once a stand is had, it needs no further attention except an occasional breaking up. The cost of cutting and baling will not exceed \$4 per ton. This hay is worth now, in New Orleans and Mobile markets, \$16 per ton. This is only one of many sorts of hay to which the soil is adapted; in fact, when land is thrown out, a simple breaking up will cause the growth of a heavy stand of Crab grass, Lespedeza and other native grasses which will cut from three-fourths to one-and-a-half tons per acre. Corn, on the average land of the country, handled intelligently, will not cost over twenty-five cents per bushel to raise and deliver at Tuskaloosa from the adjoining territory. This corn, in the home market, sells at an average of sixty-five cents per bushel the year round and is worth now in New Orleans and Mobile fifty-five cents. The only reason that this grain and hay is not exported largely, is that the merchants have devoted their entire attention and capital to the handling of cotton. There being thus no organized system, the farmer can not realize with any certainty upon this branch of his crop, although the margin on these articles is very much greater than on cotton. This is not only the case in regard to these staple crops, but applies, as is alluded to above, to the fruit crop; also to poultry, eggs, bacon and vegetables. In a word, the situation is this: That the country around is adapted as well to the raising of these articles, as to cotton, while the mercantile organization is adapted only to the handling of cotton. This affords the opening alluded to, which is certainly an unquestionable one.



RESIDENCE OF JUDGE H. M. SOMERVILLE (SUPREME COURT BENCH), OLD GOVERNOR'S MANSION, TUSKALOOSA, ALA.

THE TUSKALOOSA COAL, IRON AND LAND CO.

TO STIMULATE the development of all these advantages, whose full extent we have, in the foregoing pages, very inadequately set forth, and, of course, to profit thereby, THE TUSKALOOSA COAL, IRON, AND LAND COMPANY, of Tuskaloosa, Alabama, was formed, and in the following way :

ITS ORGANIZATION.

On the 7th day of January, 1887, a party of some twenty-five citizens of Tuskaloosa, all of whom were owners of lands lying in and around the city of Tuskaloosa, met at the Washington Hotel and decided to organize a company, with the main object of developing their lands. At that meeting a committee of three of the number present was appointed by ballot to report upon the value of the lands to an adjourned meeting, with the understanding that if any person should be dissatisfied with the valuation placed upon his lands by this committee, he could appeal to a disinterested board of arbitration, the decision of which should be final. It was further decided that books of subscription to the stock of the proposed company be opened, and that persons not owning lands should be invited to join in the enterprise with their money, it being the spirit and sense of the meeting that the lands should be put into the Company, as near as might be, at their actual cash value. Immediately a subscription was raised of \$1,000,000 in cash and in lands at the valuation fixed by the committee heretofore mentioned. On the 15th day of January, 1887, the stockholders met in the rooms of the Oak City Club and organized THE TUSKALOOSA COAL, IRON, AND LAND COMPANY, under a charter duly obtained from the Probate Judge of Tuskaloosa County, under the general incorporation laws of Alabama. Subsequently their charter was con-

firmed and amended by on Act of the General Assembly of the State of Alabama, approved February 26th, 1887, entitled "An Act to Confirm the Incorporation and Organization of the Tuskalooosa Coal, Iron, and Land Company, and to Define and Declare the Powers of said Company." At the meeting of the stockholders just mentioned, the following Directors were elected: W. C. Jemison, B. Friedman, G. A. Searcy, W. G. Cochrane, and J. J. Harris, of Tuskalooosa; J. W. Castleman, of Brierfield; Robert Jemison, of Birmingham, and H. H. Peek, of Cincinnati. At a meeting of the Directors, held immediately after the adjournment of the stockholders' meeting, the following officers were elected: W. C. Jemison, President; B. Friedman, Vice-President; G. A. Searcy, Treasurer; and J. W. Castleman, Secretary.

LANDS OF THE COMPANY.

THE suburban lands owned by the Company amount to about Four Thousand Six Hundred (4,600) acres, giving ample frontage on the Warrior River and on the Alabama Great Southern Railroad, and almost entirely belting the present city of Tuskalooosa. As will be seen by accompanying maps, a large part of these lands lie between the Alabama Great Southern Railroad and the river, having one and one-half miles frontage on the railroad and about the same on the river, and, so far as railroad and river facilities are concerned, its lots are more valuable than any in the present corporate limits of the city. In addition to its magnificent body of suburban lands, the Directors of the Company purchased for it, at the rate of ten dollars per acre, about forty-three thousand acres of coal and iron lands, which are believed to be as valuable as any in Alabama. This purchase makes the total average cost to the Company for its lands, mineral and suburban, about sixteen dollars (\$16.00) per acre.

Competent experts have recently unearthed a vein of red hematite on the Company's land, near Vance's Station, on the Alabama Great Southern Railroad, which is over sixteen feet thick, and which shows by actual working business analysis nearly fifty per cent. of iron. This is believed to be one of the most valuable deposits of iron ore in Alabama, and the ease with which it can be mined and its convenience of location—being right along the railroad—make its discovery of the greatest importance in the future development of Tuskalooosa's iron interests. This iron land

is a part of the forty-three thousand acres purchased by the Company at \$10 per acre ; but the great bulk of these lands lie in the Warrior Coal Fields, and afford the greatest abundance and variety of coals, long-leaf yellow pine and other timbers. The coal property and timber lands of the Company, when developed by a railroad from Tuskaloosa to a junction with the Georgia Pacific and Kansas City railroads in Walker county, will probably be the most valuable property of the kind in Alabama.

PURPOSES OF THE COMPANY.

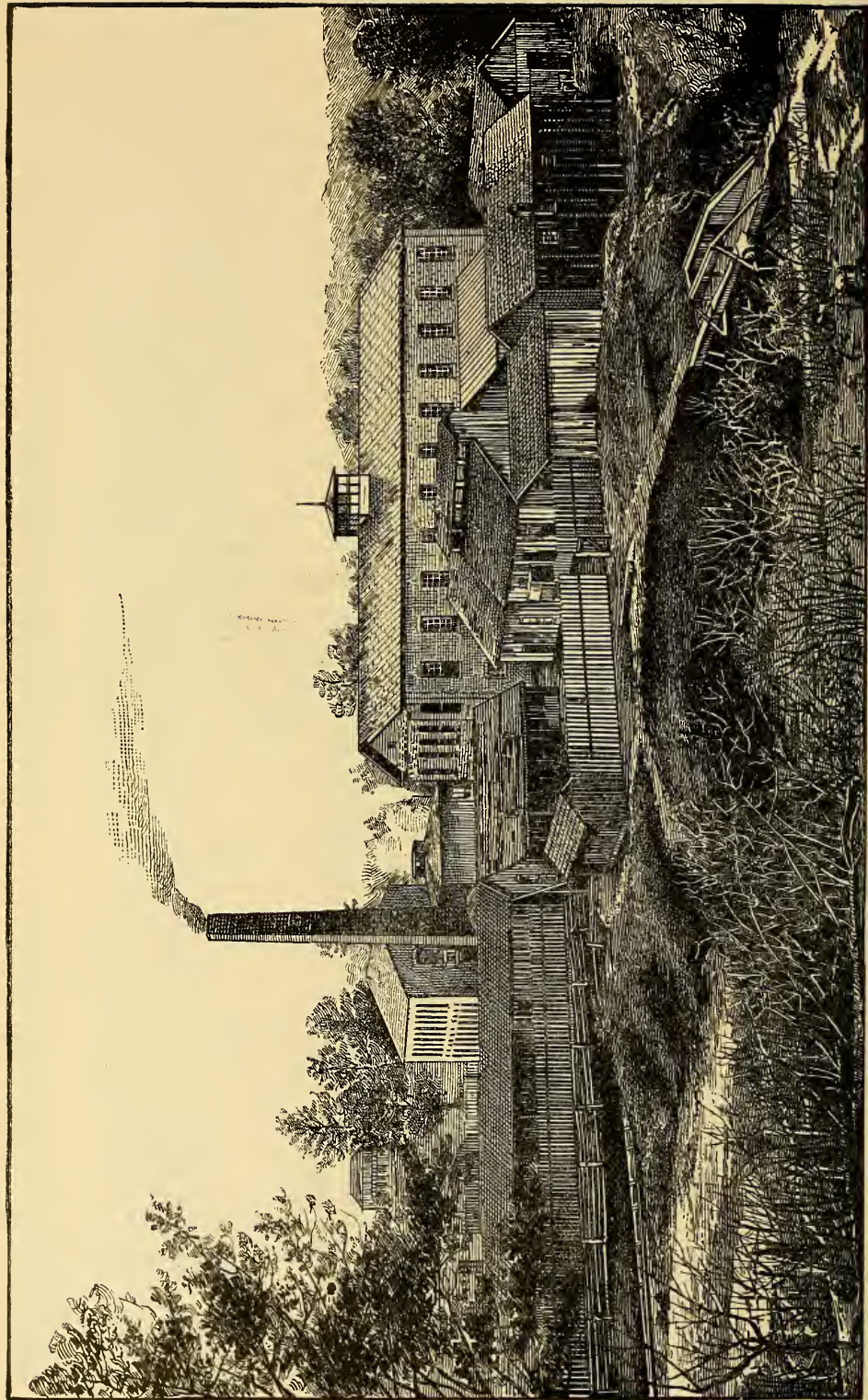
THE principal object in the organization of THE TUSKALOOSA COAL, IRON, AND LAND COMPANY was to develop the valuable lands owned by the Company in and around the city of Tuskaloosa, by mapping thereon an addition to the present city, and inducing the location on or near these lands of all manner of industrial enterprises. In furtherance of this main object, the Company purchased the mineral lands, before mentioned, in order that they might be able to offer to manufacturers cheap fuel in the greatest abundance. To accomplish this last object the Company has effected an arrangement with the Tuskaloosa Northern Railroad Company, by which the building of this road is secured. It will extend from Tuskaloosa northward through the heart of the Warrior Coal Field, and of the Company's coal and timber lands to the Georgia Pacific Railroad, developing the Company's property and assuring to all industries an abundant supply of cheap fuel. The Company's coal and timber lands will be reached on this line in eight or ten miles. When this road is completed it is believed that no other point in the State will be able to furnish coal as cheap as Tuskaloosa. The Company is in a position to foster successfully the manufacture of pig iron, from the fact that it owns a supply of both red and brown ores at convenient distances from Tuskaloosa, and, in addition, exhaustless veins of coal, the coking qualities of which have been thoroughly demonstrated. It is the purpose of the management of the Company to use every means at its command to build up a great manufacturing city at this point, and the following section from the act of the General Assembly of Alabama, confirming its organization, shows the almost unlimited powers conferred, in this direction, by its charter :



TUSKALOOSA WHARF—NORTH SIDE.

SECTION 3. Be it further enacted that "THE TUSKALOOSA COAL, IRON AND LAND COMPANY" has power to lay off its lands into lots and parcels, and to lease, sell, donate, and convey the same : To make donations of its lands or other property or effects to individuals or to other corporations for the construction of railroads leading to and from the city of Tuskaloosa or its vicinity, or to and from the mines and quarries of said corporation ; or to individuals, or to other corporations to aid in the erection or operation of furnaces, mills, factories, workshops, foundries, or other industrial enterprises in the city of Tuskaloosa or its vicinity ; or to become a stockholder in any and all private corporations organized for the carrying on in said city or vicinity of any industrial enterprise or business : To construct and operate furnaces, mills, foundries, presses, compresses, wharves, elevators, factories, workshops, and machine shops in said city of Tuskaloosa, and vicinity : To own and operate ferries, steamboats, barges, and other water craft crossing or navigating the Warrior River and other rivers of the State : To erect and operate in said city of Tuskaloosa and vicinity, gas works, electric light and power works, and water works for supplying said city of Tuskaloosa and vicinity with light and water : To construct and operate in said city of Tuskaloosa and its vicinity, for a distance of ten miles from the present corporate limits of said city, railways for the carriage of persons or the transportation of property, for reasonable fare or tolls, and using such motive power as may be deemed best, but without the consent of the corporate authorities of said city, must not use the streets thereof : To keep and maintain wharves, depots and warehouses on its own land in or near said city of Tuskaloosa : To take and subscribe for stock in any railroad which may be projected or constructed from Tuskaloosa or vicinity in the direction of Florence, Decatur, or Montgomery, in the State of Alabama, or Macon, in the State of Mississippi.

The company has already effected a large and successful sale of its suburban lots, and expects to have another in the course of the coming autumn (1887). It is, as fast as practicable, grading its streets through its suburban property, and running dummy lines to afford communication to parties building business or dwelling houses thereon. The accompanying map shows the position of this property, almost encircling the present town, and lying, in a large measure, between it and the railroad, the slightest development of the place in almost any direction will immediately commence to overrun it. On the other side of it is the location of the Friedman furnace, a 100-ton coke furnace, which will be built immediately, and draw after it, in all probability, a rolling mill, foundry and machine shops, etc.; in other words, the nucleus of another town to spread out over it from the other direction. The terms of purchase are easy—one-fourth cash, balance in one, two, and three years with interest from date. Special terms will be given to parties who will improve their purchases.



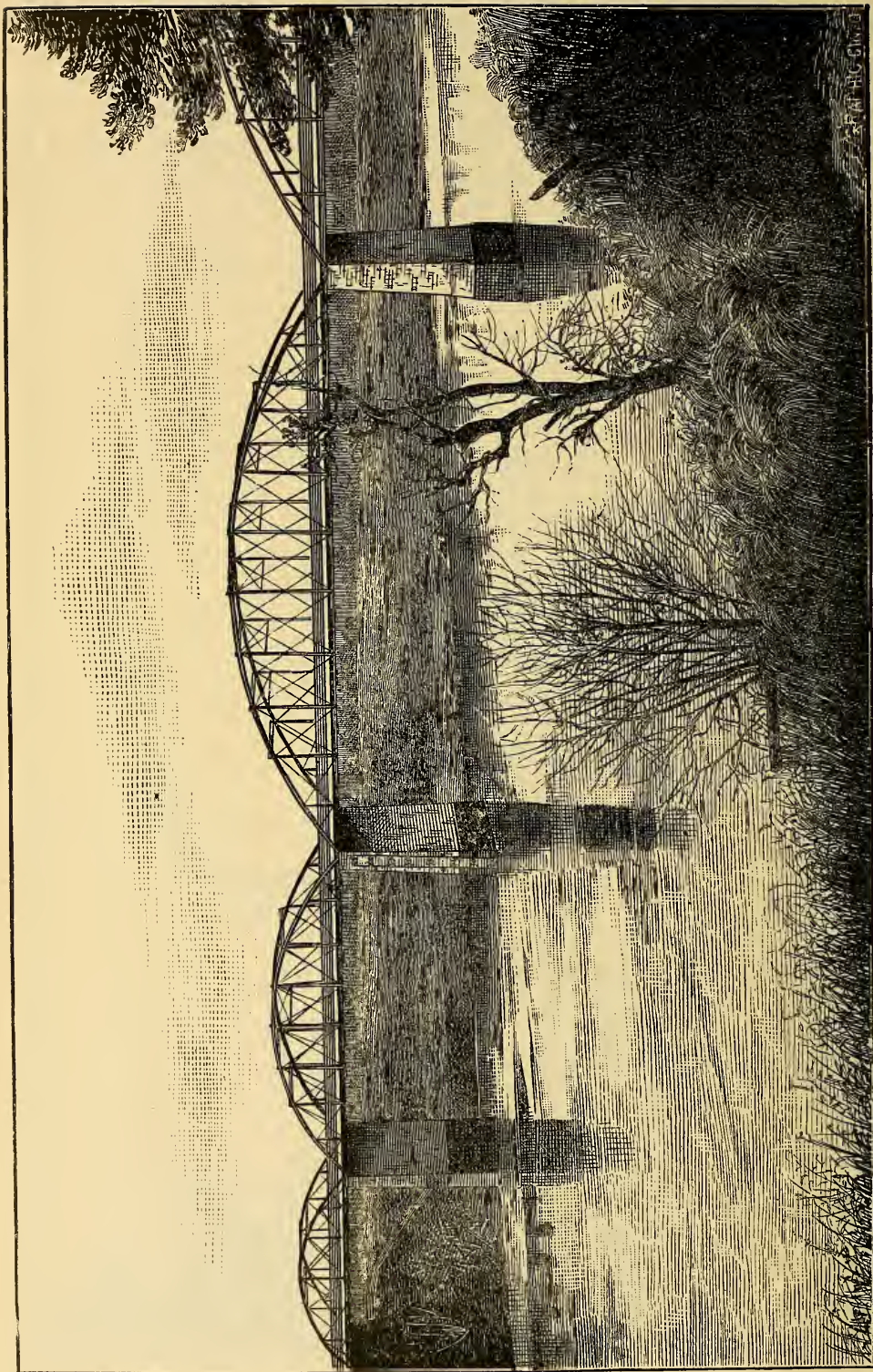
TUSCALOOSA MANUFACTURING COMPANY COTTON MILLS.

Sites and all reasonable inducements are offered to parties who will locate manufacturing plants. The Company has a number of desirable lots and also farming lands which it will sell at private sale on the terms stated above.

For all information desired about the town and Company, write or apply to

W. C. JEMISON, President,
TUSKALOOSA COAL, IRON AND LAND COMPANY,
Tuskaloosa, Alabama.





BRIDGE OVER WARRIOR RIVER AT TUSKALOOSA.

APPENDIX.

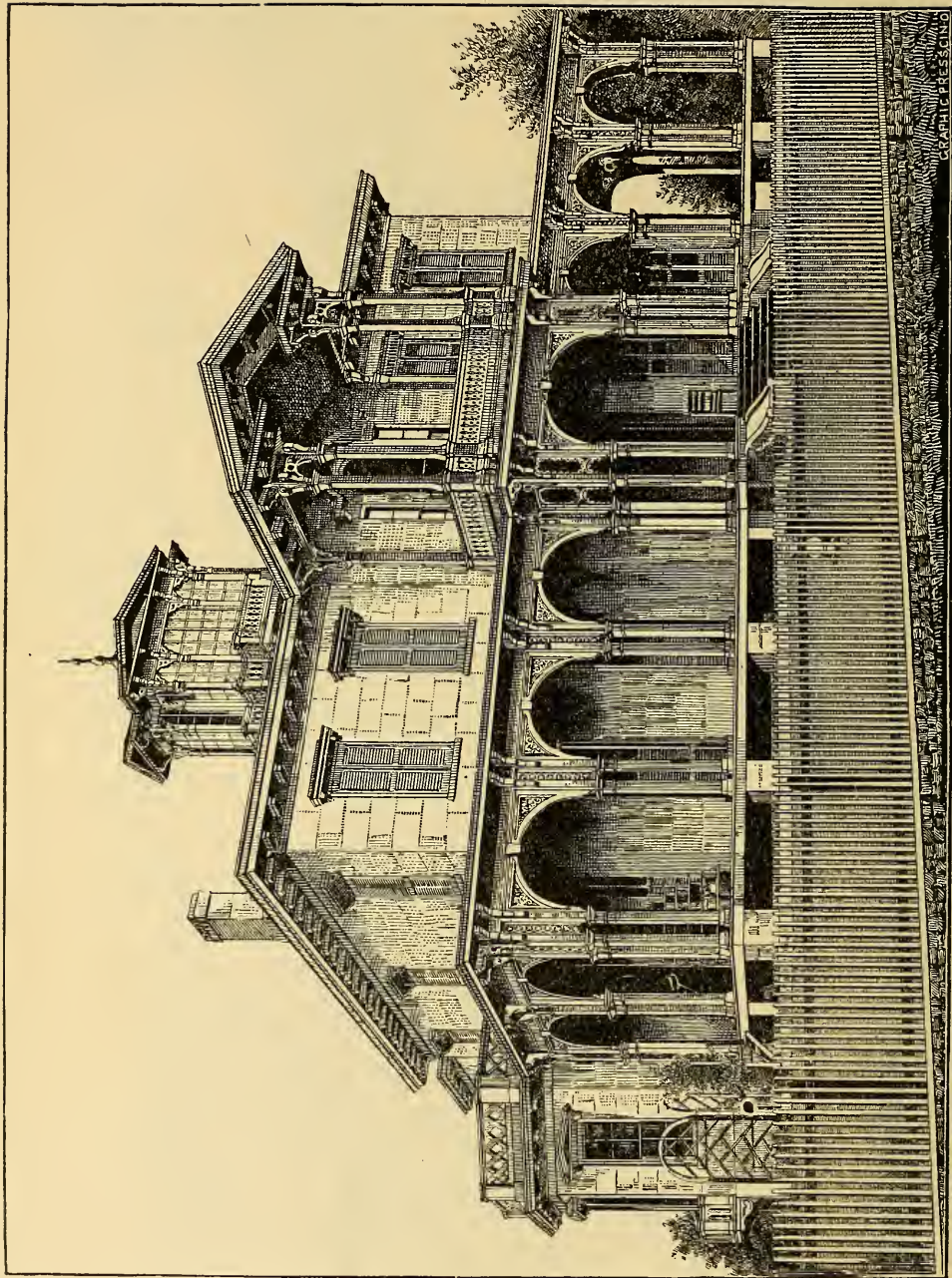
HISTORY OF TUSKALOOSA.

TUSKALOOSA having not only a great future, but also a very interesting past, we have thought that a sketch of this last, by way of appendix, would be pertinent and also of use to our readers, showing why the present educational, religious and social advantages of the place are so unusual.

Tuskaloosa means "Black Warrior," from the two Choctaw words *Tusca*, "warrior," and *Lusa*, "black." The town took its name from the beautiful river on whose banks it is located, for the aboriginal name of the river we now call *Black Warrior* was *Tuscaloosa*. The Creeks called the river *Petka Hatche*, which means "River of Canes."

The region about the Black Warrior, where Tuskaloosa now stands, was in time long past claimed by the Choctaws. When De Soto crossed the Black Warrior on his memorable expedition in the year 1541, the Choctaws doubtless held all the region around Tuskaloosa. But as the Creeks and Choctaws were perpetually at war, and the Creeks were the more warlike and aggressive of the two tribes, the Choctaws were gradually pushed further towards the West, and the country about the Tuskaloosa River became a neutral, or, rather, debatable ground between the two tribes. In 1809 a Creek chief, *Preechee Emathla*, built a village below the falls of the river. The site of this old Indian village was west of Newtown, on lands which are now the property of J. M. Van Hoose, Esq. This town was destroyed by a band of Chickasaws, under the command of Col. John McKee, in the year 1813.

In 1816 Emanuel York and John Bartow, two white men



RESIDENCE OF COL. A. C. HARGRAVE, TUSKALOOSA, ALA.

from Tennessee, settled on the plain where now stands the city of Tuskaloosa and raised a crop of corn. In 1818 the population consisted of 600 souls. The next year the town was laid out by the general government, lots were sold and the town increased rapidly in population.

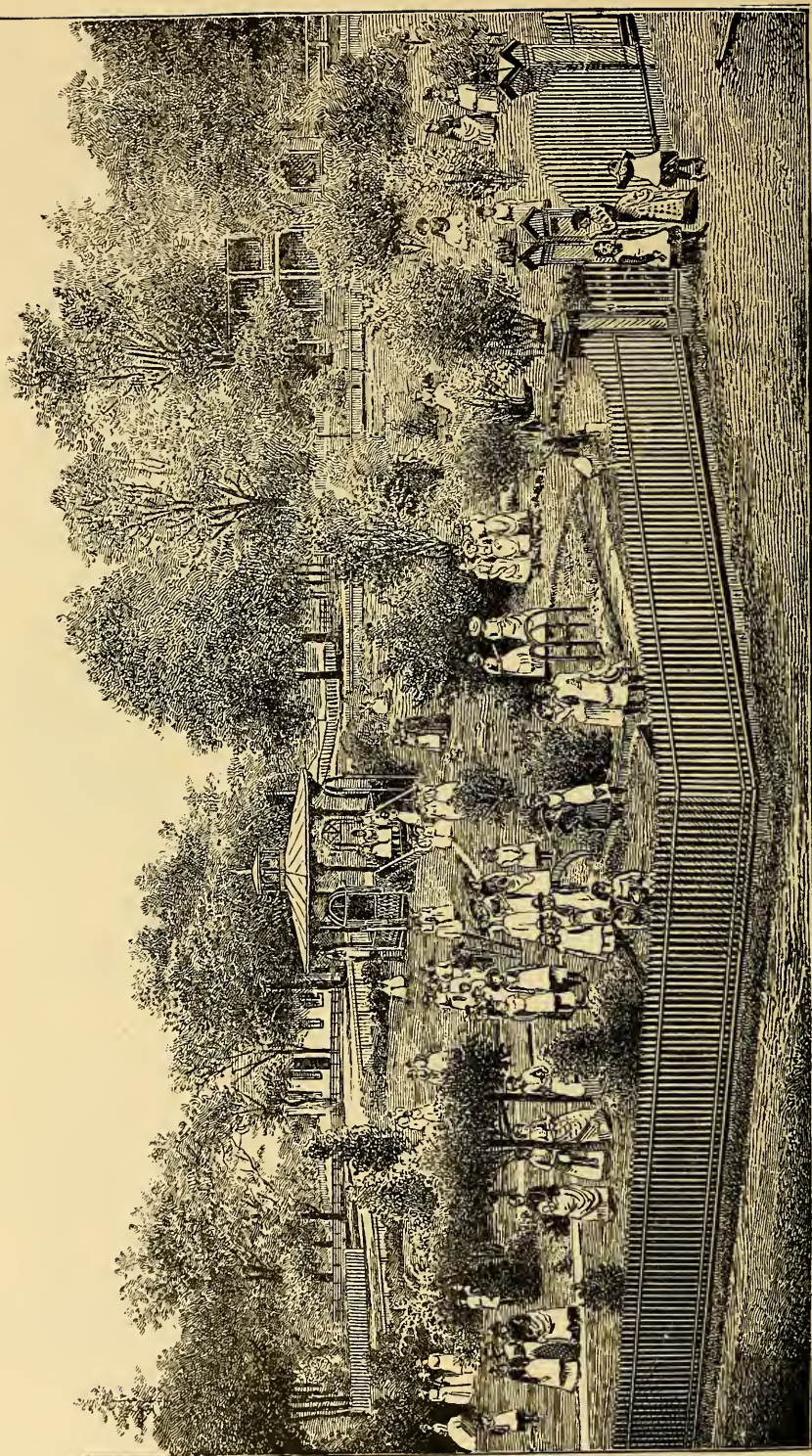
In 1825 Tuskaloosa was chosen by the State Legislature as the seat of government. The first session was opened in November, 1826, in Bell's Tavern, now the Washington Hotel. A site for the capitol was selected, and work on it commenced in 1827. In the same year the State Bank was located and its erection commenced. The building is now occupied by J. H. Fitts, Esq., as a residence. To provide for the temporary accommodation of the State government a two-story frame building was built, in which the sessions of 1827 and 1828 were held. In 1829 the Legislature for the first time occupied its new house, and continued to meet there until the removal of the capital to Montgomery, in 1845. Tuskaloosa had been the capital of the State just twenty years.

The State University, whose first endowment consisted of 14 sections of land, reserved for that purpose in the Act of Congress admitting Alabama as a State, was chartered and located at Tuskaloosa in 1821, but not opened until 1831. The University grew and flourished from the first.

After it had been made the capitol of the State, the young city grew rapidly. Many of the owners of the rich plantations on the bottoms of the Warrior and Tombigbee rivers, and in the famous "Black Belt," made Tuskaloosa their home. The erection of handsome private residences distinguished this period. The present residence of Hon. H. M. Somerville, shown in one of the illustrations, was erected in 1830 by Capt. Deering. It served on several occasions as the gubernatorial mansion.

The trade of the city increased rapidly with the increase of population in the surrounding country, and in 1845, when the capital was removed to Montgomery, Tuskaloosa was the commercial center of West Alabama. Not a little, perhaps the most, of this progress was due to the Warrior River, before the days of railroads one of the most important waterways of the State. In 1835 the first bridge spanned the river at the point where the present elegant structure stands.

The removal of the capital was a sore blow to the city. Many families which had made it their home followed the State government to its new seat; but Tuskaloosa's spirit could,



TUSKALOOSA FEMALE COLLEGE PARK, TUSKALOOSA, ALA.

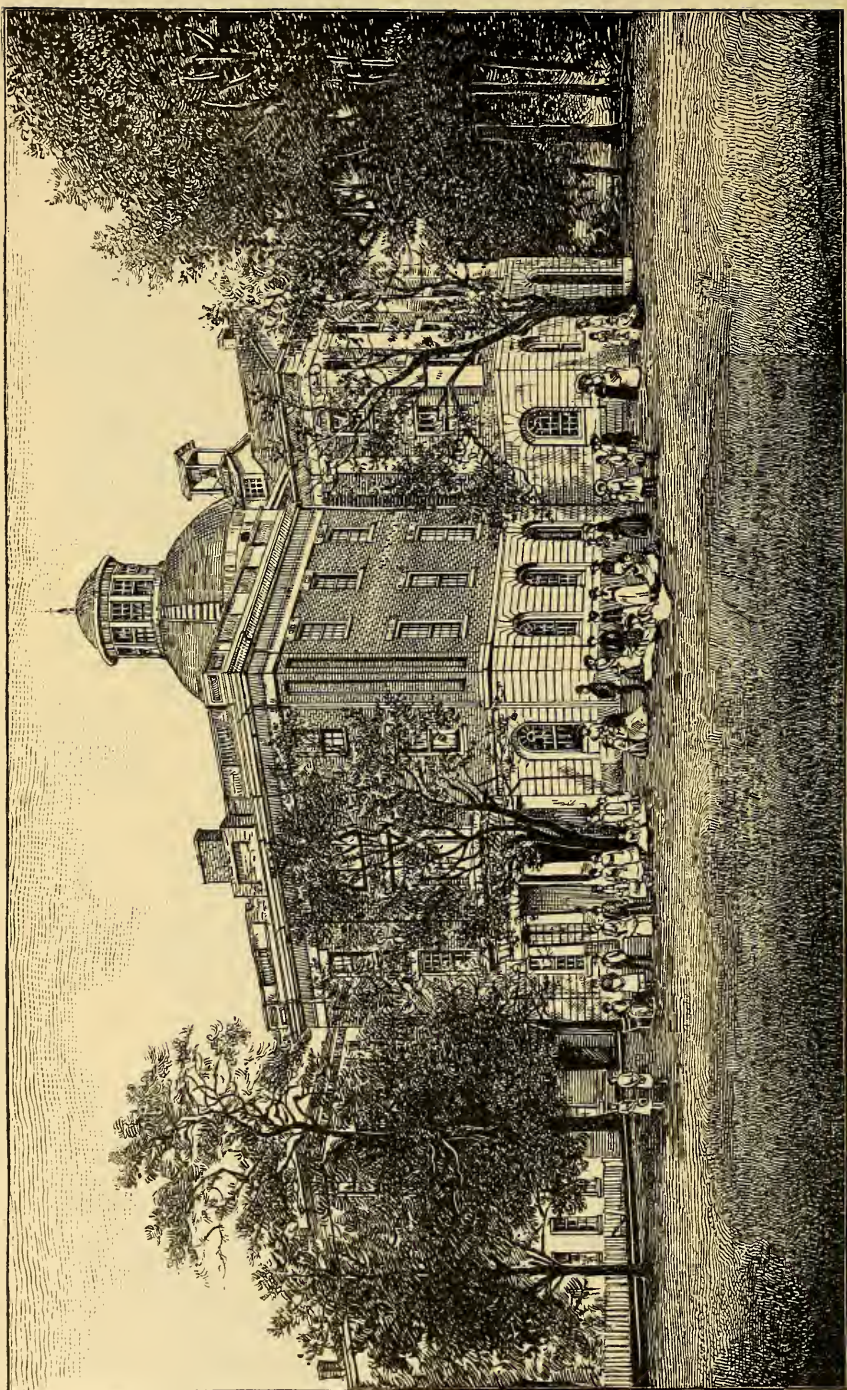
at that time, not be broken. Immediately afterwards, in 1846, a stock company was organized and a cotton mill constructed and operated till the war. A foundry and machine shop was built in 1848 by Leach & Avery. Plows, and other agricultural implements, which soon acquired a wide-spread reputation, were the principal goods manufactured, but many other pieces of machinery, and during the war even several canons, left the establishment. During that time a hat manufactory was run in connection with the establishment, and many thousands gray hats left Tuskalooosa to cover the heads of Confederate soldiers. In 1858 the watchman of the foundry was murdered and the establishment set on fire to conceal the crime. It was at once rebuilt, only to be again reduced to ashes by Federal soldiers, under Croxton, in 1865.

A paper mill, now used as a warp and thread mill, was erected about the same time and successfully operated until the end of the war.

Phoenix-like, the foundry rose from the ashes for the second time, under the name of S. J. Leach & Sons, Mr. Avery having in the meantime died. But, in 1879, it was transformed into a cotton factory, under the name of Tuskaloosa Cotton Mills, owned by a stock company, of which J. H. Fitts, Esq., is president. The mills have been making money and constantly enlarging their capacity, even during the dullest times, and last year declared a dividend of 20 per cent. They employ now 150 hands, run 170 looms, and produce 54,000 yards of cotton plaids a week. Their capital stock is \$40,000.

Tuskaloosa was early famed for her educational facilities. Even before the opening of the University, in 1831, the schools of the town were exceptionally good, and within a few years after that event there were three flourishing female seminaries.

One of those, which is represented on one of the plates, the Tuskaloosa Female College, was originally opened by the Baptists as a denominational school under the name of the Alabama Female Atheneum. The financial crash of 1837 put it heavily into debt. After several years of struggle it was sold, and in 1860 it passed into the hands of the Methodist Episcopal Conference, who for a number of years directed a successful female college in it. In 1871 it was sold to Rev. Mr. Larabee, who made extensive improvements, but became involved in debt and the building was sold to satisfy his creditors—purchased by private parties, and in 1876 re-sold to Prof. Alonzo Hill, who opened in it the "Tuska-



CENTRAL FEMALE COLLEGE, TUSKALOOSA, ALA.

loosa Female College." The school started with about 100 scholars, one-third boarders, and eight teachers. The last catalogue shows an enrollment of 211 scholars and a staff of 19 teachers and officers. It is one of the very best, and one of the most successful and deservedly popular female institutes in the South.

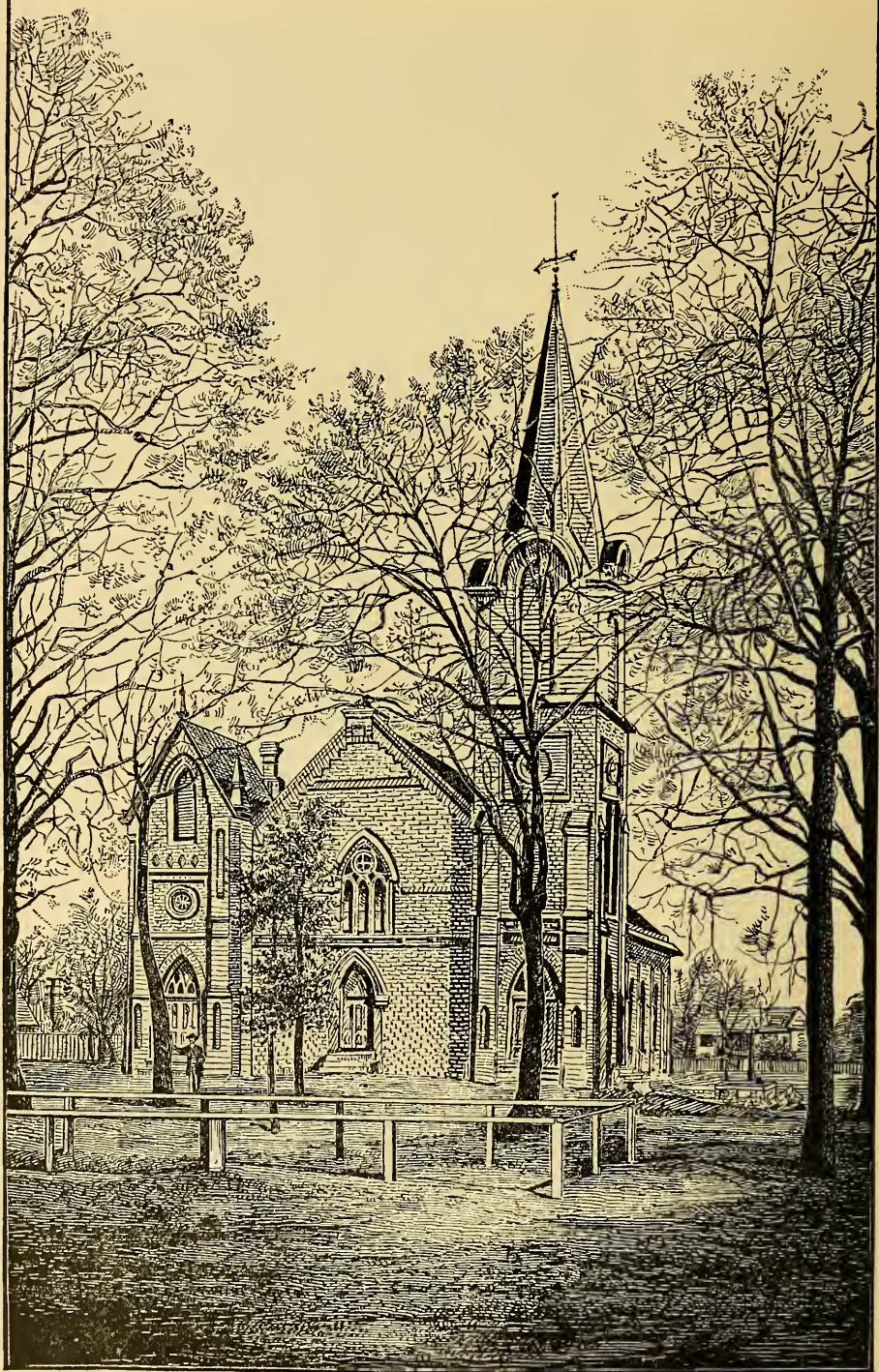
The Alabama Central Female College owes its origin to the removal of the capital. On the subject of removal public opinion was almost equally divided, and many politicians were apprehensive that the continued ownership of the old capitol by the State might induce a return to it by the Legislature. Accordingly they gave it by legislative act to the University. This institution being at the time unable to use it, and as it was difficult to derive an income from it, the building got out of repair. A petition, signed by the trustees of the University, and by citizens generally, induced the Legislature to lease the property to a company of stockholders for ninety-nine years, without charge, on the simple condition, "a school shall be kept" in the building. The year 1857 saw the old capitol opened as a female college, and as such it is conducted to-day. For many years it has been a most flourishing school and offers superior educational advantages. The building is one of the best pieces of architecture dating from the period of its erection.

Among the illustrations are the residences of Col. A. C. Hargrove, erected in 1856 by Robt. Jemison, Esq., one of the most enterprising, energetic and patriotic citizens of which Tuskaloosa ever boasted.

The Baptist Church, the most elegant structure of its kind in Tuskaloosa, was completed in 1885, and owes its origin mainly to the liberality of Miss Sallie Moody, now Mrs. D. I. Purser, of Birmingham, who gave the large and now exceedingly valuable lot and contributed most liberally to the building fund.

The erection of the fine building for the Merchants National Bank and the hotel on the corner of Market and Cotton streets, as well as the new public school building, have been commenced, and will add very much to the number of modern buildings in Tuskaloosa, and assist in revolutionizing the appearance of the venerable city.

The old University, as heretofore stated, was destroyed by Federal troops in 1865, but partly re-erected a few years later. A grant by Congress of 46,000 acres of public land, to be located by the trustees of the University, made a few years ago, promises—as the lands have all been located in the richest mineral region of



BAPTIST CHURCH.

Alabama—to make that institution in a few years one of the wealthiest in the country. A resolution of the board of trustees, passed at their last session in June, has made tuition absolutely free. Two new buildings, Clark and Manly Hall, were added two years ago, and this summer will see the completion of Garland Hall, the third.

Alabama has good cause to be proud of its University. The military system was adopted, and has been continued ever since. It is not allowed to interfere with the studies, but serves to give the students exercise and improves the discipline.

The Alabama Insane Hospital, the pride not only of Tuskalooosa, but of the State, was first endowed by the Legislature about 1855. It was a very modest institution at the beginning, but has grown to magnificent proportions. But more than in size has it grown in reputation. It was one of the first institutions of the kind in this country in which all force and physical punishment in the management of patients were abandoned and kindness of treatment instituted. The patients are kept employed, and dances, billiards and theatricals contribute to their amusement. The superior administrative talent of Dr. P. Bryce, director of the institution, since its foundation has made it the best managed insane hospital in the United States, while his attainments as a physician and a specialist on mental diseases have procured for him a world-wide reputation. The patients are better housed, better fed, and better cared for than anywhere else, and the cost per capita, at the same time, is lower by about 40 per cent. than that of any similar institution. The Hospital mines its own coal, makes its own gas, bricks, etc., and raises a large portion of its own food. Not a little of this work is done by the patients themselves.

Among other notable buildings in the city proper is the Atlanta Store. It is erected on the site of a hotel known as Washington Hall, which was burned in 1865. It was erected by Stephen Miller, and the plans were made by Col. J. T. Meniffee, now president of Howard College, Marion, Ala.

The bridge across the Warrior River, built in 1835, was torn down and rebuilt in 1852. Both were covered wooden bridges, and the new bridge was burned by Croxton in April, 1865, at the same time that the University and the iron foundry fell victims to the fury of the war. Re-erected in 1872, it was blown down by a fearful storm in July, 1878. The owners of the franchise surrendered it to the county, and an iron bridge was finished in 1882,



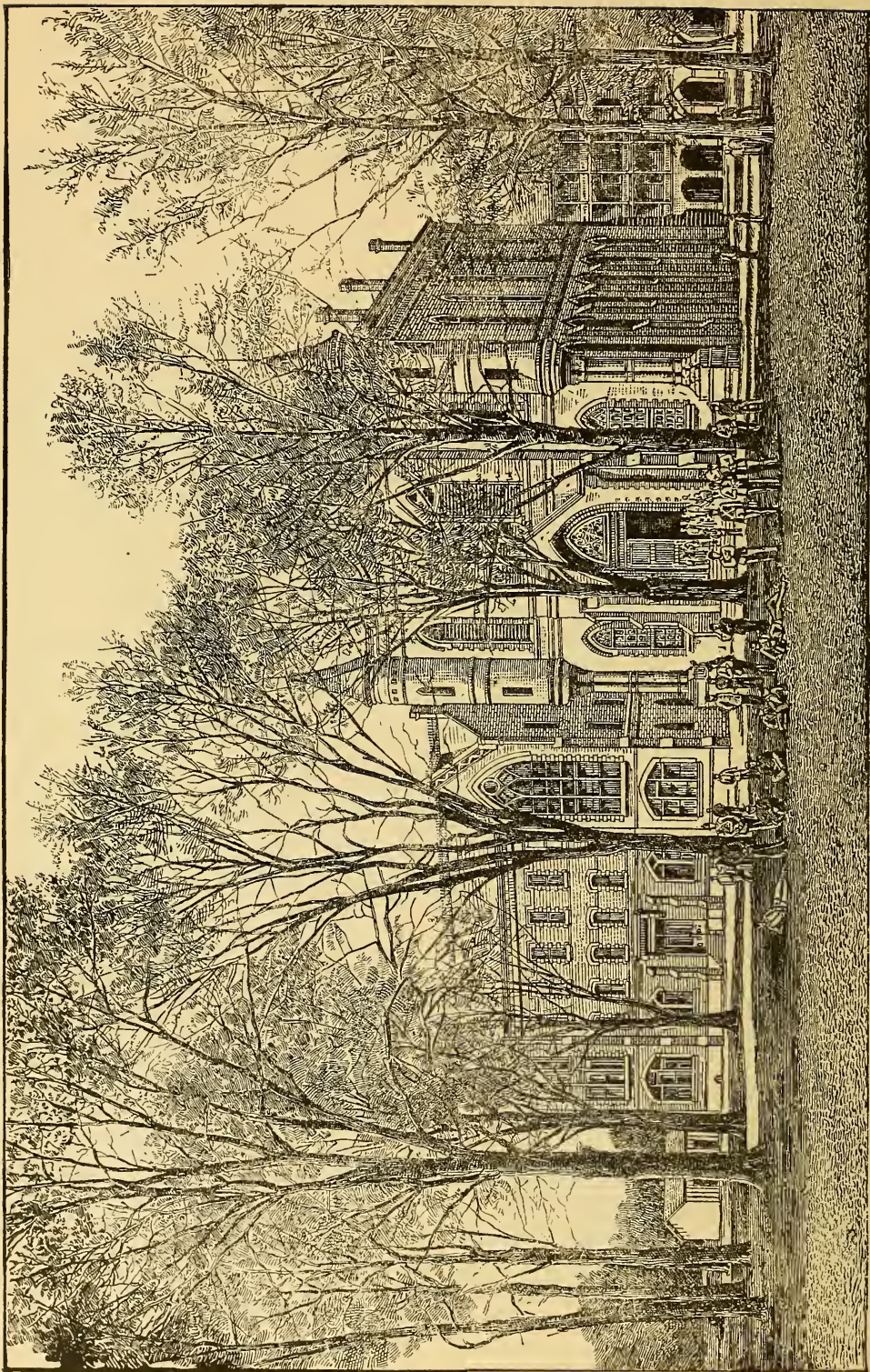
BROAD STREET, LOOKING EAST.

at a cost of \$40,000, which has stood the tests of storms and floods.

The crowning glory of the city, the feature which gives the Athens of Alabama its beautiful name of City of Oaks, are the rows of magnificent water oaks which line the broad streets and avenues. A glance at the illustrations of Market and Broad streets, in this pamphlet, will convince anyone that those who first planted these trees, and those who continued the work "built better than they knew." The first trees were planted by private parties in 1839, and in 1842 the public, that is, the city corporation, took charge of this beneficial work and completed it to their everlasting glory.

The youngest, but the most beneficial of Tuskaloosa's schools, is the public graded school, presided over by Prof. Carleton Mitchell. The schools were established by act of Legislature in 1885, and have just completed their second year. The largest share of the credit of their establishment belongs to Hon. W. C. Jemison, the Mayor of the city, and the nearly 600 children which visited it last year are indebted to him more than anyone else for the inestimable privilege. A new building will be erected this summer, and in September the school will be able to rank, not only in excellence of system and method, which it has always done, but in regard to exterior and interior beauty and convenience, with the best of the country.

The many advantages which Tuskaloosa offers to the manufacturer, the farmer, and the lumberman, are set forth in other parts of this work. The sketch of its public institutions, its history, and its educational advantages, must show it to be a desirable place of residence. The influence of the many schools have made the community one of unusual refinement and intelligence, and the location of the city, on a high plateau, 140 feet above the level of the river, is exceptionally healthy and free from malarial influences. A climate where an inch of ice is a rarity, and where the thermometer never reaches a hundred degrees, where spring, as charming as the traditional May-morning, lasts for three months, and where the fall is merely a gradual fading of the glory of summer, merging into a winter so short and mild that the new leaves commence to grow before the old ones have quite disappeared, a city every street of which is a miniature park, and where even the hottest day is tempered by a breeze—surely furnish attractions enough for even the most fastidious. We ask not that our statements be taken on trust; all we ask is, come and see, and we can assure you of a most hearty welcome.



UNIVERSITY OF ALABAMA, TUSKALOOSA, ALA.

LIST OF
Industrial Enterprises Now in Operation
— AT —
TUSKALOOSA, ALABAMA.

Tuskaloosa Cotton Mills, value about \$80,000; employ 145 hands.

Tuskaloosa Yarn Mills, value \$15,000; 35 hands.

Tuskaloosa Street Railway, completed and in operation to Lake Lorraine.

Tuskaloosa Cotton-Seed Oil Co., value \$40,000; 40 hands.

Tuskaloosa Brick and Tile Co., value \$25,000; 50 hands.

Tuskaloosa Foundry and Manufacturing Co., value \$25,000; 12 hands.

Warrior Foundry and Machine Works, value \$2,500; 4 hands.

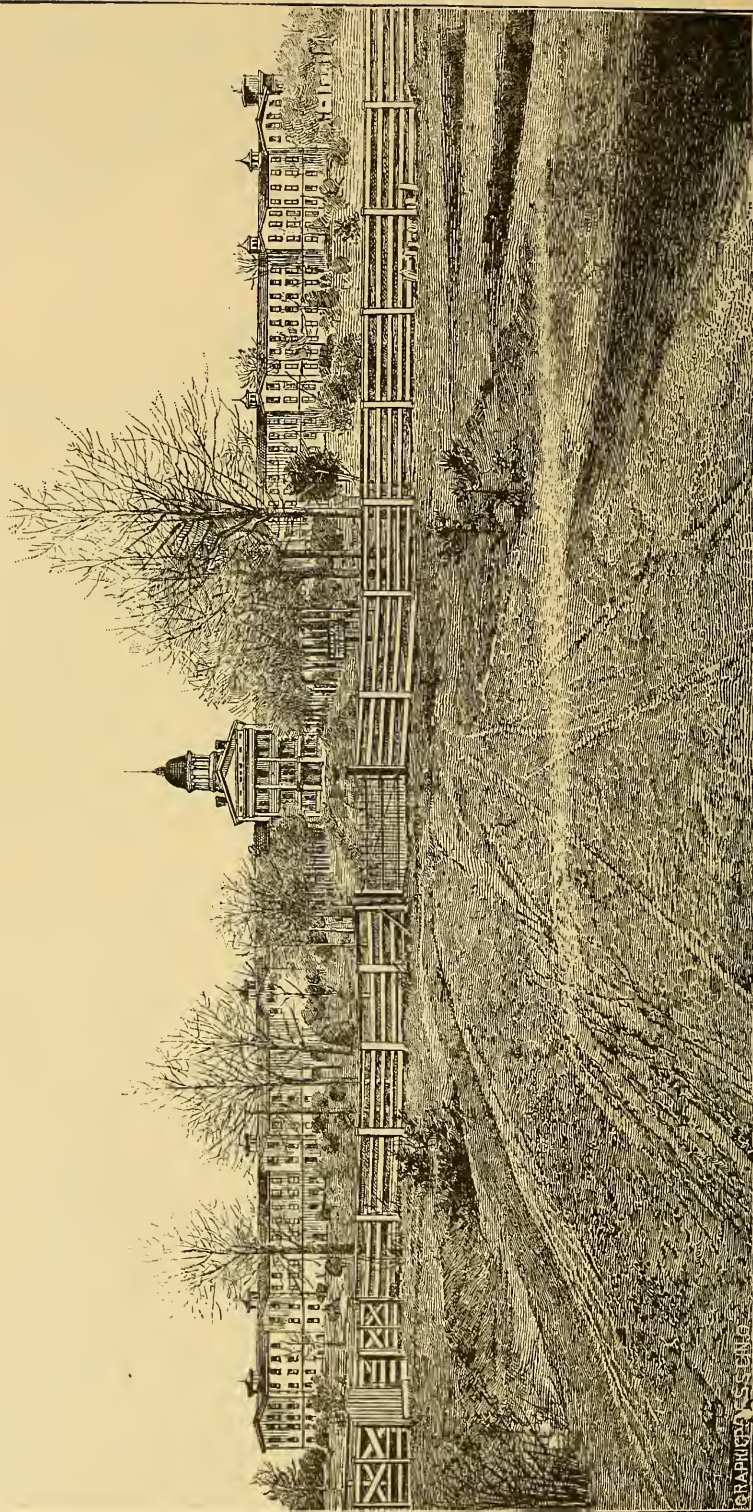
Robt. Wilson, Grist Mill and Wool Carding, value \$4,000.

Suspender Factory, value \$2,000; 5 hands.

Davis & Daniel (col.), Brick Yard, value \$600; 11 hands.

Taylor & Turner (col.), Brick Yard, value \$1,000; 13 hands.

The Tuskaloosa Manufacturing Co., paid-up capital of \$90,000; 7,500 spindles, 240 looms, 275 hands; makes 750,000 pounds yarn and 3,600,000 yards plaids, checks and stripes per year.



GRAPHIC SCIENCE

INSANE HOSPITAL, TUSKALOOSA, ALA.

LIST OF Enterprises Under Contract and Building

— AT —

TUSKALOOSA, ALABAMA.

The Tuskaloosa Northern Railway.

The Friedman Furnace, capital stock \$300,000.

Warrior Brick and Building Co.; 20 employes.

W. F. Adams & Co., Brick Yard; 18 employes.

Tuskaloosa Cotton-Seed Oil Mills, Cotton Gin, value \$5,000.

There is but one other Cotton Gin in the country of equal excellence with this one.

G. T. Ingraham, Lumber, Coal and Wood Yard.

The Tuskaloosa Building and Loan Association, capital stock, \$200,000.

Tuskaloosa Belt Line, steam motor, passenger and freight traffic. Supplies all purchased. Line will be in operation in November.

Macon & Tuskaloosa Railway. Charter recently amended to Macon, Tuskaloosa & Birmingham R. R.

The Tuskaloosa Coal, Iron & Land Company has erected a number of houses for sale and rent, and will build more.

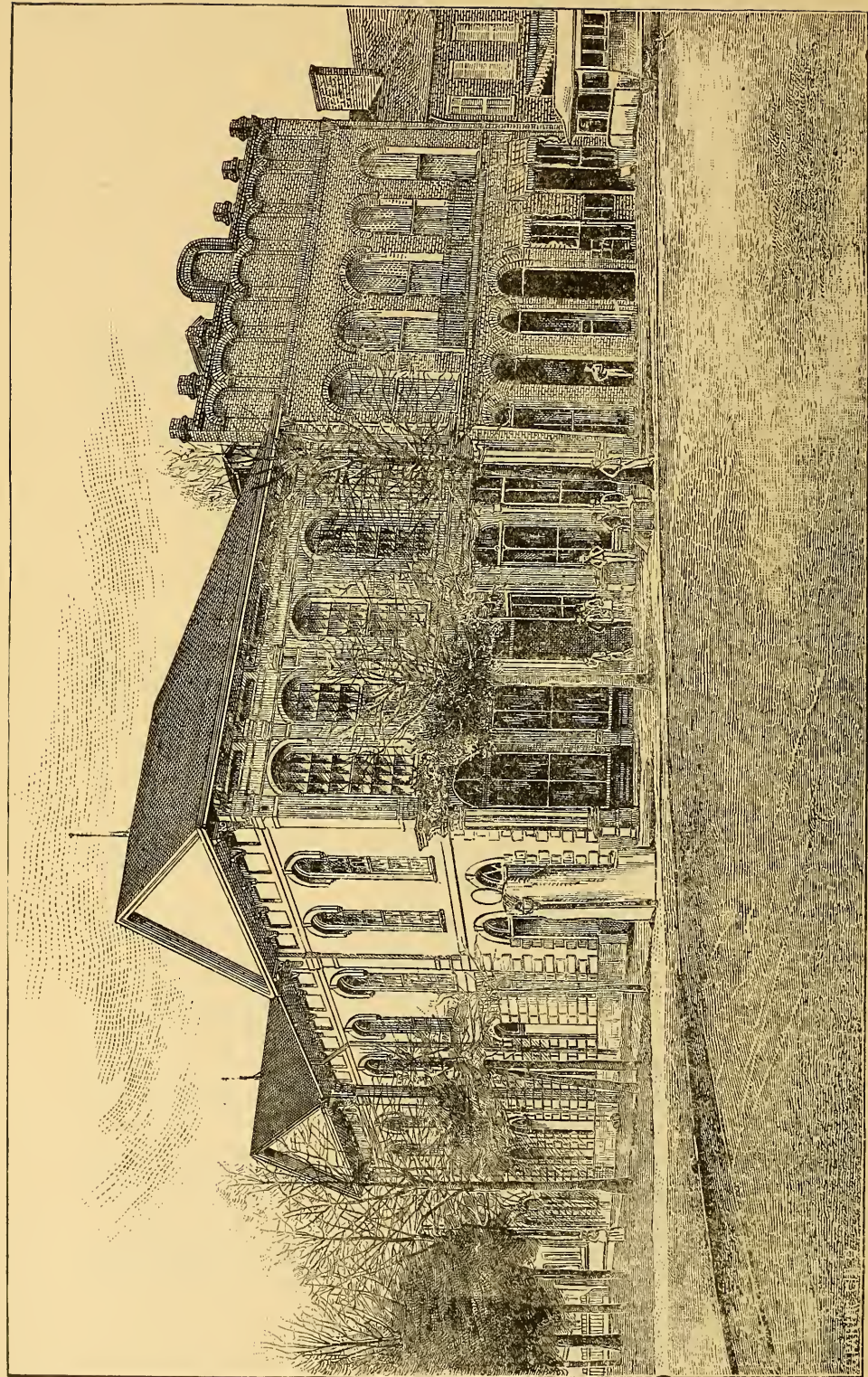
A new hotel, constructed of brick, four stories, is now approaching completion.

The Merchants' National Bank is just completing a new building, pressed brick and terra cotta, one of the handsomest banking houses in the South.

A large and commodious public school building is also building.

The Allen & Jemison Co., Lumber Yard and Planing Mill.

Tuskaloosa Electric Light, Ice & Power Co., capital stock, \$30,000.



BUSINESS HOUSES, CORNER BROAD AND MARKET STREETS.

Many other buildings are under contract for construction, other industries are negotiating for location, and other enterprises are reasonably certain of being established here in the near future. Those we have mentioned, however, are actual *facts*, and those mentioned under the second heading have all been secured to Tuskaloosa since the organization of the Tuskaloosa Coal, Iron & Land Company, in January last.

Within the last few weeks, and since this book was prepared for the press, some important discoveries have been made, touching the natural resources of Tuskaloosa, and many enterprises inaugurated that are destined to prove of the greatest benefit to the city. We have not the space to speak of these matters in detail, but, briefly mentioned, they are as follows:

Inexhaustible beds of both fire and pottery clay have been discovered immediately adjoining the city and the railroads. These clays have been tested with satisfactory results. Several veins of coal, averaging five feet in thickness, have been opened within ten miles of the city, on the line of the Tuskaloosa Northern R. R., from which coke of the first quality has been made. The Chicago & Gulf R. R., from Chicago to Mobile, has been located through the city. The projected railroad from Tuskaloosa to Montgomery, Ala., is taking practical shape. A diamond drill of the latest and most approved pattern is now boring near the city, prospecting for coal, oil, gas, water or other hidden treasures. This drill will penetrate 2,000 feet.





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